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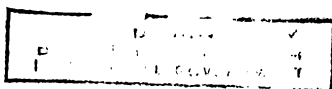
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**FOURTEENTH ANNUAL REPORT OF
THE BOARD OF SUPERVISING ENGINEERS
CHICAGO TRACTION
COVERING THE FISCAL YEAR ENDED
JANUARY 31, 1921**

FOURTEENTH ANNUAL REPORT

OF THE

**Board of Supervising Engineers
Chicago Traction**

**COVERING THE FISCAL YEAR ENDED
JANUARY 31, 1921**



**PUBLISHED BY THE BOARD
CHICAGO, 1921**

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1928

BOARD No. 1

BION J. ARNOLD,
Chairman.

F. L. R. FRANCISCO,
Representing City of Chicago.

HARVEY B. FLEMING,
Representing Chicago City Railway Company and
The Southern Street Railway Company.

JOHN Z. MURPHY,
Representing Chicago Railways Company.

LUCIUS H. DAVIDSON,
Secretary.

C. G. SNYDER
Auditor.

R. H. RICE,
Prin. Asst. Engineer.

BOARD No. 2

BION J. ARNOLD,
Chairman.

F. L. R. FRANCISCO,
Representing City of Chicago.

HARVEY B. FLEMING,
Representing Calumet & South Chicago Railway Co.

LUCIUS H. DAVIDSON,
Secretary.

C. G. SNYDER,
Auditor.

R. H. RICE,
Prin. Asst. Engineer.

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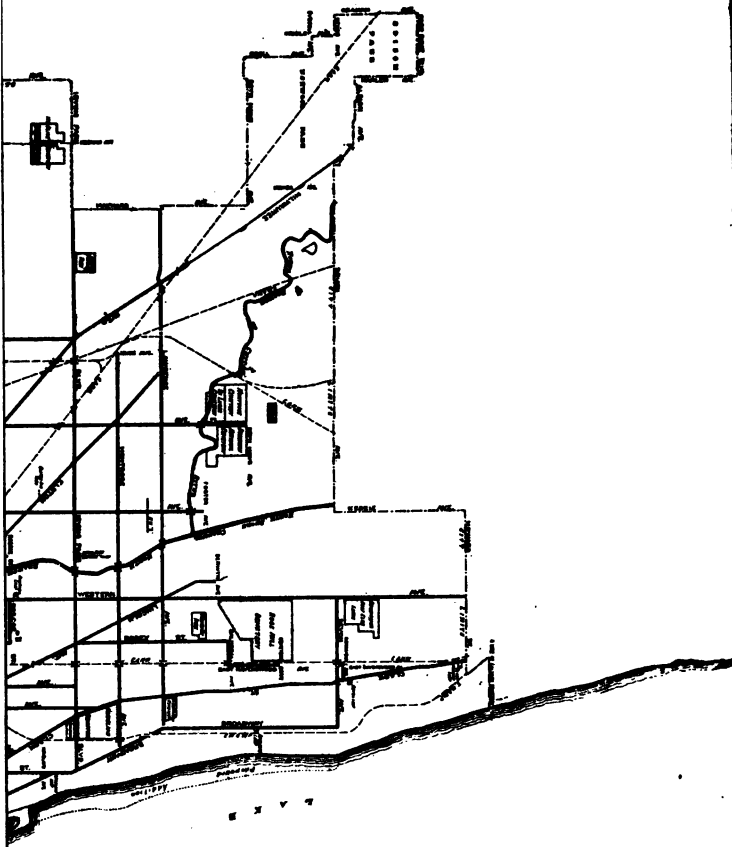
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Division of Engineering Department
Chicago Rapid Transit

TRACKAGE MAP CHICAGO SURFACE LINES

AS OF JANUARY 31, 1921
SHOWING RECOMMENDED T.Y.C. ROUTE,
T.Y.C. TRUCK, LITTELLWOOD, ETC.

- KEY**
- Rapid Transit 2 Trains
 - Rapid Transit 1 Train
 - Rapid Transit 1/2 Train
 - Rapid Transit 1/4 Train
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 - Rapid Transit 1/107839786681402559178668060348078522694548577690162289924414438948864 Train
 - Rapid Transit 1/215679573362805118357336120696157045389097155380324579848828877897728 Train
 - Rapid Transit 1/431359146725610236714672241392314090778194310760649159697657755795456 Train
 - Rapid Transit 1/862718293451220473429344482784628181556388621521298319395315511590912 Train
 - Rapid Transit 1/1725436586902440946858688965569256363112777243042596638790631023181824 Train
 - Rapid Transit 1/3450873173804881893717377931138512726225554486085193277581262046363648 Train
 - Rapid Transit 1/6901746347609763787434755862277025452451108972170386555162524092727296 Train
 - Rapid Transit 1/13803492695219527574869511724554050904902217944340773110325048185454592 Train
 - Rapid Transit 1/27606985390439055149739023449108101809804435888681546220650096370909184 Train
 - Rapid Transit 1/55213970780878110299478046898216203619608871777363092441300192741818368 Train
 - Rapid Transit 1/110427941561756220598956093796432407239217743554726184882600385483636736 Train
 - Rapid Transit 1/220855883123512441197912187592864814478435487109452369765200770967273472 Train
 - Rapid Transit 1/441711766247024882395824375185729628956870974218904739530401541934546944 Train
 - Rapid Transit 1/883423532494049764791648750371459257913741948437809479060803083869093888 Train
 - Rapid Transit 1/1766847064988099529583297500742918515827483896875618958121606167738187776 Train
 - Rapid Transit 1/35336941299761990591665950014858370316

INTRODUCTORY STATEMENT.

The Fourteenth Annual Report of the Board of Supervising Engineers, Chicago Traction, covering the period ended January 31, 1921, presents in brief a description of the work performed by the Chicago street railway companies under the jurisdiction of the Board during the fiscal year 1920.

Following is a summary of the Capital Values of the Companies comprising the Chicago Surface Lines at the close of the current fiscal year, January 31, 1921:

	T. V. C. Valuations	Additions To Capital	Total Capital
C. C. Ry. Co.....	\$21,000,000.00	\$ 34,005,604.31	\$ 55,005,604.31
C. Rys. Co.....	29,000,000.00	63,128,636.14	92,128,636.14
C. & S. C. Ry. Co.....	5,000,000.00	6,403,483.15	11,403,483.15
The S. St. Ry. Co.....	775,000.00	941,317.85	1,716,317.85
	<u>\$55,775,000.00</u>	<u>\$104,479,131.45</u>	<u>\$160,254,131.45</u>

For the period just closed a total of \$1,715,708.45 was added to the combined Capital Account. There was also expended for new passenger cars the sum of \$172,814.49, which amount was not added to Capital Account because it was secured from the Special Renewal and Equipment funds created by the State Public Utilities Commission of Illinois. In addition to those amounts, there was expended during the year just closed but prior to July 1, 1920—the effective date of an order of the State Public Utilities Commission of Illinois, entered July 31, 1920, providing for special equipment funds from gross receipts of the Chicago Surface Lines—for renewals \$871,560.29 out of the Renewal and Depreciation Reserve Funds provided for by the Traction Ordinances, and after said July 1, \$2,621,128.18 out of the Special Renewal and Equipment Funds provided for in said order of July 31, 1920, making a total of \$3,492,688.47, representing the cost of replacing old property with new.

During the year a new agreement with trainmen became effective whereby the maximum rate of wages was increased from 65 cents to 80 cents per hour which, together with increases to other employes, increased the Operating Expenses \$6,250,000 a year, the increases taking effect June 1, 1920. Shortly afterward the Public Utilities Commission entered its Order fixing the rate of fare at 8 cents, effective July 1, 1920. Pending the entering of the final order for rate of fare, the Commission considered various valuations of the street railway properties. On November 5, 1920, the Commission entered its final order, stating the pres-

INTRODUCTORY STATEMENT

ent value of property used and useful in public service April 30, 1920, to be "at least \$159,113,114.56." The value fixed by the Commission was practically the same as the purchase price or Capital Account certified to by this Board. In its order the Commission found that the Companies were entitled to earn an amount sufficient, after paying operating expenses and taxes and after setting aside what is reasonably required to take care of depreciation, to pay a return of $7\frac{1}{2}\%$ upon the present value of the properties, and thus the 8-cent fare established was found by the Commission to be just and reasonable, and made permanent. As a matter of fact the Companies earned less than 6.1% for the year ended January 31st, 1921.

The Commission, in fixing the valuation at the above figure, considered other valuations submitted by the Companies, as follows:

Cost New as of 1919.....	\$200,371,689
Cost New Less Depreciation, as of 1919.....	164,453,284
Cost New at Average Price for 6-Year Period, 1914 to 1919.....	164,812,046
Cost New at Average Price for 7-Year Period, 1914 to 1920.....	176,588,415
Cost New as of April 1, 1920.....	247,246,637
Cost New as of Jan. 1, 1919, Less Deductions by City for Unused Property.....	192,153,721

The Chicago City Railway, the Chicago Railways, and the Calumet & South Chicago Railway Companies beginning with the expiration of their respective rehabilitation periods, had deposited monthly in their individual Renewal and Depreciation Reserve Funds 8% of the Gross Receipts, and in addition thereto the proceeds from the sale of unnecessary property, up to August 1, 1919, from which time, up to July 1, 1920, in accordance with an order of the Public Utilities Commission, the Companies had deposited 8% of the Gross Receipts based on a 5-cent and 3-cent fare, as more fully explained in Chapter II of the Thirteenth Annual Report and in Chapter II of this report. On June 30, 1920, in compliance with the Commission's Order, the Companies discontinued deposits in the Renewal and Depreciation Reserve Funds, and began on July 1st, 1920, to deposit 8% of the actual gross receipts monthly in new funds created by the Commission and known as Special Renewal and Equipment Funds. From these new funds the Companies, by order of the Commission, pay for current renewals and apply the balance on the purchase of new and additional passenger cars. Under the existing adverse financial conditions the companies were thus enabled to purchase new cars and car equipment. The amount expended for such additional equipment, however, cannot be charged to Capital Accounts until such sum or sums so expended shall have been deposited in

INTRODUCTORY STATEMENT

the Renewal and Depreciation Reserve Funds. This Board issues a "Certificate for Equipment" for expenditures for new cars and equipment paid for out of the Special Renewal and Equipment Funds, the customary Capital Account Certificates for such expenditures not being issued until such time as the companies comply with the Capital Account provisions of the 1907 ordinances and the State Commission's Order by depositing new money in the Renewal and Depreciation Reserve Funds.

The Board also certifies each month the total renewal expenditures made by the companies.

During the year a sample trail car was built at the West Shops and placed in operation. One of the large Pullman type cars was equipped with couplers and pneumatic doors for train service. The operation of this train was so satisfactory that 100 new trailers were ordered—50 to be built in the shops of the company and 50 contracted for with a car builder. The addition of trailers to the rolling stock was in accordance with an order from the State Public Utilities Commission.

Single truck one-man safety cars were also secured, all as more fully described in the engineering section of this report. This type of car was acquired with a view of determining to what extent it could be adapted to Chicago service conditions.

At the close of the year the resignation of Mr. F. L. R. Francisco as board member became effective. Mr. Francisco had been the city's representative on both boards since May, 1916. His successor had not been appointed up to the time this report went to press.

BOARD OF SUPERVISING ENGINEERS,

BION J. ARNOLD, *Chairman.*

PART I
GENERAL REPORT

CHAPTER I.

GENERAL SUMMARY.

BOARDS NOS. 1 AND 2.

Board No. 1 held 24 meetings during the year, from the 828th to the 851st meeting, inclusive, while Board No. 2 was in session thirteen times, from the 219th to the 231st meetings, inclusive.

SUMMARY OF PREVIOUS REPORTS.

A brief summary is presented herewith of the more important subject matter presented in previous reports.

REPORT I—1907.

Chronology.—History of the growth of the City of Chicago, its territorial expansion and its transportation development since the establishment of the city. Review of State and Municipal legislation affecting the various traction companies, the successive consolidations, the unfortunate results of financial operations, the determination of the city government to enforce better conditions, the principal episodes of Chicago's ten-year struggle for adequate transportation, and the final result as embodied in the ordinances of February 11, 1907.

Traction Ordinances.—A comprehensive review by Walter L. Fisher of the underlying features of the traction ordinances accepted by the Chicago City Railway Company and the Chicago Railways Company, and in substance by other companies.

Original Valuation.—Values placed by the Traction Valuation Commissions detailed not only with respect to the operating electrical properties, but also to the cable properties, which were included in the valuation as operating properties, but soon after abandoned in favor of electrification. (This method of treatment was in accordance with an agreement with the City.) Values of unexpired franchises on various lines. Values of paving.

Ordinances.—Ordinances of February 11, 1907, reprinted verbatim, authorizing the Chicago City Railway Company and the Chicago Railways Company to construct, maintain and operate systems of street railways in

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

the streets and public ways in the City of Chicago. These ordinances embody:

Exhibit "A."—Schedule of streets upon which tracks are to be maintained and operated.

Exhibit "B."—Detailed specifications for rehabilitation.

Exhibit "C."—Specific through routes to be put into operation as soon as physical obstructions can be removed.

Exhibit "D" of the Chicago Railways ordinance includes verbatim the trust agreement between the Chicago Railways Company and its Trustee, covering the holding of the securities of the subsidiary companies.

Engineering Work.—Drawings of Types 1, 2 and 3 on track approved and used in subsequent rehabilitation, with standard 129-lb. grooved girder rails, screw spike and tie rod. Chemical composition of rails.

Standard manholes, duct and conduit sections.

Principles of car house and sub-station designs adopted by the Board.

Historical review of car equipment used in Chicago, with drawings of types of prepayment cars adopted during rehabilitation.

Accounting Statistical Record.—Facsimile construction records, showing the method of reporting and checking of contract work, labor and material, with Inspecting Engineers' reports from each division of the work.

REPORT II—1908.

New Companies.—The Calumet & South Chicago Railway Company accepted its ordinance of March 30, 1908. Report No. II digests the T. V. C. valuation with respect to the Calumet properties and reviews briefly the ordinance under which its operating franchises were extended.

Board No. 2 Organization.—A Board of Supervising Engineers was organized for the purpose of dealing with subjects relating only to the Calumet & South Chicago Railway properties.

Ordinances.—Full text of ordinance "Authorizing the Calumet & South Chicago Railway Company to construct, maintain and operate a system of street railways in streets and public ways of the City of Chicago."

Exhibits "C" and "D."—Operating contract between the Calumet and contiguous properties, "Granting the consent of the City Council of the City of Chicago to an operating agreement between the Calumet & South Chicago Railway Company and the Chicago City Railway Company".

GENERAL SUMMARY

Engineering Work.—Track studies of the deflection observed under carload, of rail, tie and adjacent pavement. Material studies on the strength of manganese steel special work. Comparative holding power of track and screw spikes in various timbers. The first two years' record of electric welded rail joints. Reports on chemical treatment of ties.

Studies of power and car distribution showing method of computing load centers from basic car distribution map. Power tests on cars. Negative return copper. Maps and methods of calculation.

Discussion and description of car house and sub-station construction, with working drawings.

Standard designs adopted for prepayment cars, with working drawings and discussion of component parts—motors, trucks, fenders, wheels, ventilators, heaters, etc. Comparative results of introduction of prepayment cars, increasing receipts, decreasing accidents, and increasing schedule speed.

Physical obstructions existing in the operation of the 21 through routes authorized by the 1907 ordinances.

Description of the tunnel work authorized, with working drawings; Van Buren, Washington and La Salle street tunnels.

Accounting.—Statistical record, operating and financial.

REPORT III—1909.

Franchise Maps.—Complete ordinance franchise map of the City of Chicago based upon 1907 ordinance and extensions thereof, showing individual companies. Map of Through Routes designated by 1907 ordinances.

Southern Street Railway Company.—Acceptance of Ordinance. T. V. C. valuation and value accepted by City. Ordinance verbatim.

Progress Reports.—Prosecution of the rehabilitation work as compared to ordinance requirements.

Accounting Statistical Record.—Analysis of construction, operating and financial record. Changes in procedure after rehabilitation period. Renewal fund. Capital and Renewal Certificates.

Engineering Work.—Tests on holding power of spikes and indentation of timbers. Change in track centers. Report on removal of physical obstructions to through route operation.

Three-year record of electric rail rewelds. Electrical distribution for Chicago Railways and Calumet lines. Progress of electrolytic investigations. Electric rail joint, bond and terminal tests.

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Car house and shop construction. Report on basis of computation of "insurable values" under ordinance.

1909 car design. Ventilation tests. Special funeral car. Power sprinkler and refuse car. Traffic counts in down town district and on through routes.

Construction work on Washington street tunnel; plans for La Salle street tunnel. Tests of reinforcing rod lap joint used in tunnel work—auxiliary tunnel drainage and conduit work.

REPORT IV—1910.

Chicago Consolidated Traction Company.—T. V. C. valuation. Absorption of system by Chicago Railways, the acquisition of which was accepted by the city in lieu of extensions required by the 1907 ordinance. Ordinance given verbatim.

Progress Reports.—Showing extent of rehabilitation work done as compared with ordinance requirements.

Accounting Statistical Record.—Financial—construction—operation, with analytical review of statistics relating to growth and distribution of expenditure and joint return on capital value. Simplification of accounting methods at close of active rehabilitation. Evaluation. Renewals.

Engineering Work.—Standardization of special work. Four-year record of electrical joint rewelds. Mileage tables for revenue and emergency track. Revaluation mileage tables with T. V. C. mileage of original and subsequent appraisals for tangent track and special work. Through route mileage as of original ordinance.

Transmission line map for the entire city. Progress of electrolysis studies. Pole deflection tests. Strain insulator tests. Shallow trolley suspension. Installation of laterals, junction poles and 3,000 K. W. converters. Electrical operation of sub-stations with wiring diagram. Analysis of power contract with Commonwealth Edison Company.

Open car storage. Car house location on zone system plan, reduction in cost of insurance. Sprinkler system.

New arch roof car for Consolidated lines. Discussion of step heights. New wheel tread. High efficiency tantalum lamps. Analysis of loading time per passenger for various platforms. Car flow map showing occupancy of down town street. Bridge delays. Interpole motor development and service—temperature tests. Comparative statement of all rolling stock.

GENERAL SUMMARY

Description of methods of construction and lowering tubes of the La Salle street bore. Methods of construction and the completion of the Washington street tunnel.

Consolidated Ordinance.—Full text with resolutions of acceptance by City, receivers and Chicago Railways Company.

REPORT V—1911.

Chicago & Southern Traction Company.—Acceptance of ordinance. T. V. C. valuation. Ordinance and operating agreement with Chicago City Railway Company.

Statistical Record.—Financial, Construction and Operation. Comparative analysis of income and expenditures. Redistribution of Capital investment. Financial Exhibits by Companies. Derived Operating Statistics.

Engineering Work.—Test of Romapac rail. Redistribution of Capital value. Method of recording data.

Quantities and cost distribution of electrical distribution system. Redistribution of Capital values. Trolley feed in car houses. Map of low tension direct current tie lines. Electrolysis. Cost analysis of purchased power. Revision of power contracts. Recording cost and installation of cables.

Progress of building construction and values. Redistribution of Capital value.

Chicago Railways 1911 car. Summary of double truck equipment owned. Review of improvements in cars. Motor development. "Near-Side" Car of 1911. Platform loading speeds. Effect of coasting. Traffic and service. Headway and capacity of tracks. Congestion of streets.

Moving elevated columns—design and construction work.

Ordinance.—Full text of Chicago & Southern Traction Company Ordinance and Operating Agreement.

Specifications.—Supplement containing digest of specifications in force during rehabilitation and complete list issued by the Board.

REPORT VI—1912.

Chicago, Riverside & La Grange Railroad Company.—Operating agreement with Southern Street Railway Company. Appraisal and discussion of ordinance.

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

Suburban Railroad Company.—Appraisal and purchase by the Chicago Railways Company.

Statistical Record.—Financial, Construction and Operation. Comparative analysis of income and expenditures. Analysis of accidents and damages. Financial exhibits by companies. Derived operating statistics.

Record of Growth.—Analysis of past and prediction of future growth in population and earnings for Chicago.

Surface Car Subways.—Discussion of the principles involved in planning subways for surface car operation.

Relations with the Municipality.—Giving a record of the progress in improvements under the 1907 and subsequent ordinances.

Engineering Work.—Classification of track mileage by companies into tangent track, special work, and amount of extensions. Method of keeping chainage records. Emergency trackage. Rail wear from vehicle traffic. Improvement in track structures. Track repairs by electric welding.

Discussion of electrolysis situation. Analysis of the new electric power contract. Comparison of old versus new power contract. Growth of generating and sub-stations.

Effect of gear ratio on operating economy. Train resistance. Control of car heating by thermostat regulator. Comparison of the cost of steel versus cast iron wheels. Street capacity and occupancy of the loop district. Traffic survey outside of the loop district. Elements of a service standard. New car deliveries since February 1, 1907. Record of cars scheduled for operation for each year since 1907. Effect of the number of stops on car speed. Electric switches. Statement of the changes in through routes caused by the 1912 Through Route Ordinance. Principles of through routing cars.

Ordinances.—Suburban Railroad Company Ordinance. Chicago, Riverside & La Grange Railroad Company Ordinance and Operating Agreement. Extension Ordinances. Through Route Ordinance of July 15, 1912.

Operating Routes.—Description of routes operated by surface car lines as of the schedules of July, 1913.

Renewals.—Reprint of instruction booklet on renewals issued by the Board.

GENERAL SUMMARY

Initial Routes for Subways.—Reprint of the Board's recommendations to the City Council Committee on Local Transportation for initial subways for surface cars.

REPORT VII.—1913.

Elevated and Surface Lines Unification.—Negotiations for merger or operating agreement between the eight different companies (four surface and four elevated), so that a continuous ride, in any part of the City, may be had for a single fare with universal transfer between the surface, elevated or subway lines, also provision for the construction of subways in the congested downtown district.

Unification of Surface Lines.—Companies' proposal for unification—analysis of principal ordinance provisions.

Subway Development.—Chicago's need of subways. Proposed routes. Estimated cost. Technical studies.

Statistical Record.—Financial, Construction and Operation. Comparative analysis of income and expenditures. Redistribution of Capital investment. Financial Exhibits by Companies. Derived Operating Statistics.

Engineering Work.—Track mileage by companies, classification, tangent and special track work and extensions. Electrical distribution system. Power plants and sub-stations. Cars and car house storage. Conversion service agreement. Electrolysis.

Unification Ordinance.—Chicago Surface Lines. Full text of ordinance authorizing unified operation of the surface street railways in the City of Chicago and the operating agreement made a part of said ordinance passed by the City Council of the City of Chicago on November 13, 1913.

Ordinance.—County Traction Company. Full text of ordinance authorizing the Chicago Railways Company to enter into a lease or operating agreement with the County Traction Company by which each of said companies shall be allowed to use certain of the other company's tracks.

REPORT VIII.—1914.

Improvement to Service.—Under unified operation by through routing, elimination of switch-backs, re-routing, additional cars, etc.

Service Standards.—Service checks and consideration of mandatory ordinance.

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

Statistical Record.—Financial, construction and operation. Comparative analysis of income and expenditures. Redistribution of capital investment. Financial Exhibits by Companies. Derived Operating Statistics.

Engineering Work.—Track mileage by companies, classification, tangent and special track work and extensions. Electrical distribution system. Power and sub-station buildings. Cars, new and scheduled. Electrolysis.

Operating Routes.—Description of the operating routes of the Chicago Surface Lines.

Accounting Statement.—Full text of reply and statement of Bion J. Arnold, Chairman of Board of Supervising Engineers, with reference to the report of Barrow, Wade, Guthrie & Company, accountants, made to John E. Traeger, City Comptroller.

REPORT IX.—1915.

Accounting and Statistical Record.—Financial, construction and operation, comparative analysis of income and expenditures, redistribution of capital investment, financial exhibits by companies, derived operating statistics.

Engineering Work.—Track mileage by companies, classification, tangent, special work and extensions, electrical distribution system, power plant and sub-station, buildings, cars, ventilation of cars, electrolysis.

Traffic Investigation and Recommendation for Improved Service.—Full text of report made of the observed conditions within the congested downtown district, determination of track capacity, recommendation for car loading berths and re-routing plans.

REPORT X—1916.

Accounting and Statistical Record.—Financial, construction and operation, comparative analysis of income and expenditures, redistribution of capital investment, financial exhibits by companies, derived operating statistics.

Engineering Work.—Track mileage by companies, classification, etc., electrical distribution, electrolysis general report, cars, Van Buren Tunnel reconstruction, substation and battery equipment.

GENERAL SUMMARY

REPORT XI—1917.

Accounting and Statistical Record.—Financial, construction and operation, comparative analysis of income and expenditures, redistribution of capital investment, financial exhibits by companies, derived operating statistics.

Engineering Work.—Track mileage by companies, classification, etc., substation and battery equipment, cars, electrolysis, West Twelfth Street widening.

Preparation of legislation for surface and elevated railway consolidation and subway construction.

REPORT XII—1918.

Accounting and Statistical Record.—Financial construction and operation, comparative analysis of income and expenditures, redistribution of capital investment, financial exhibits by companies, derived operating statistics.

Engineering Work.—Track mileage by companies, classification, etc., substation and battery equipment, electrolysis, Hegewisch Extension completed; growth of power requirements, Chicago Surface Lines, and statement showing sources of power for street railway purposes—Feb. 1, 1907, to Feb., 1919. New cars placed in service; new arch roof cars under construction in companies' shops; extensive changes in street railway property made necessary because of public improvements.

REPORT XIII—1919.

Accounting and Statistical Record.—Financial construction and operation, comparative analysis of income and expenditures, redistribution of capital investment, financial exhibits by companies, derived operating statistics.

Wage and fare increases in effect during the year.

Engineering Work.—Track mileage by companies, classification, etc., substation and battery equipment, electrolysis; growth of power requirements, Chicago Surface Lines, and statement showing sources of power for street railway purposes—Feb. 1, 1907, to Feb., 1920. New cars placed in service; extensive changes in street railway property made necessary because of public improvements; automobile truck equipment added; snow sweepers attached to sprinkler cars; modern sand dryer plant constructed.

PART II
FINANCIAL AND OPERATING STATISTICS

CHAPTER II
ACCOUNTING

CHAPTER III
FINANCIAL AND STATISTICAL EXHIBITS
COSTS AND LOCATIONS

CHAPTER II.

ACCOUNTING.

The method of accounting in force during the year was substantially the same as set forth in previous reports of this Board. The exception being: the amounts reserved and deposited in the Renewal and Depreciation Reserve Funds as shown in Chicago City Railway Company Exhibit I, Chicago Railways Company Exhibit O and Calumet & South Chicago Railway Company Exhibit S, representing 8% of the gross receipts, were computed on the basis of a 5-cent and 3-cent fare in accordance with order of the State Public Utilities Commission of Illinois dated August 6, 1919. The amounts reserved and deposited in the Special Renewal and Equipment Funds were based on 8% of the gross receipts, commencing with July, 1920, in accordance with order of the same Commission dated July 31, 1920, and final order dated November 5, 1920, as more fully set forth in the introductory statement of this report.

The combined income account of the Chicago Surface Lines is shown in condensed form as follows:

	Chicago Surface Lines for Year	*Other Items	Total
Gross Receipts.....	\$55,327,384.84	\$ 427.35	\$55,327,812.19
Operating Expenses.....	43,300,392.78	165,160.52	43,465,553.30
Net Receipts.....	\$12,026,992.06	\$ 164,733.17	\$11,862,258.89
Interest 5% on Capital.....			7,974,289.44
Divisible Receipts.....			\$ 3,887,969.45
City of Chicago 55%.....			2,138,383.19
Companies 45%.....			1,749,586.26

*Joint Account Items not 60% and 40%.

For the fiscal year just ended this Board questioned the charging to Joint Operating Expenses of certain items totaling \$15,970.00 and suggested that the Chicago Surface Lines obtain Council action upon the advisability of allowing these charges to remain in Operating Expenses. These items remained charged to Joint Operating Expenses as shown in the statistical part of this report when the books were finally closed at the end of the fiscal year. Inasmuch as there was not sufficient time in which to get Council action before the date set for the annual settlement with the City for its 55% of the net receipts, there was included in the checks tendered the City by the companies 55% of this amount in question. This increased the 55% due the City from the Chicago Railways

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Company by \$5,270.10, and likewise increased the amount due from the South Side lines by \$3,513.40, making the total amount of the checks tendered

By Chicago Railways Company.....	\$1,406,626.22
By South Side Lines.....	737,989.97

after deducting all amounts paid out during the year by the companies for license fees in accordance with the ordinances amounting to \$1,530.30 for the Chicago Railways Co. and \$1,020.20 for the South Side Lines.

CHAPTER III
FINANCIAL AND STATISTICAL EXHIBITS

CHAPTER III.

FINANCIAL AND STATISTICAL EXHIBITS.

EXHIBIT A.

CHICAGO RAILWAYS COMPANY—CHICAGO CITY RAILWAY COMPANY—CALUMET & SOUTH CHICAGO RAILWAY COMPANY—THE SOUTHERN STREET RAILWAY COMPANY.

COMBINED BALANCE SHEET.

JANUARY 31, 1921.

ASSETS.

VALUE OF PROPERTIES:

Value as stated by Traction Valuation Commissions

June 30, 1906, February 1, 1908 and August 1, 1908..\$ 55,775,000.00

Certificates issued by Board of Supervising Engineers 104,479,131.45

Total Value of Properties—Schedule No. 1.....\$160,254,131.45

CURRENT ASSETS..... 17,224,591.93

Total.....\$177,478,723.38

LIABILITIES.

CAPITAL:

Representing purchase price of the properties in accordance with
the terms of the City Ordinances.....

\$160,254,131.45

RESERVE FOR DAMAGES (Prior to February 1, 1914)..... 145,168.93

RESERVE FOR DAMAGES (Chicago Surface Lines)..... 1,746,979.40

RESERVE FOR RENEWALS AND DEPRECIATION..... 11,384,567.75

RESERVE FOR SPECIAL RENEWALS AND EQUIPMENT..... 62,456.90

CITY OF CHICAGO:

Proportion of profits (see page No. 13).....\$ 2,138,383.19

Less taxes and licenses paid in advance..... 2,550.50

2,135,832.69

COMPANIES:

Proportion of profits..... 1,749,586.26

Total.....\$177,478,723.38

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT A—SCHEDULE No. 1.

CHICAGO RAILWAYS COMPANY—CHICAGO CITY RAILWAY COMPANY—CALUMET & SOUTH CHICAGO RAILWAY COMPANY—THE SOUTHERN STREET RAILWAY COMPANY.

VALUE OF PROPERTIES.

JANUARY 31, 1921.

	As Valued By T. V. C.	Additions To Jan. 31, 1920	Additions Feb. 1, 1920 To Jan. 31, 1921	Total
Organization.....	\$ 3,831,456.37	\$ 212,773.08	.....	\$ 4,044,230.35
Engineering and super- intendence.....	.....	7,185,775.77	\$ 89,021.61	7,274,797.38
Right of way.....	.....	16,898.48	.....	16,898.48
Track (exclusive of pav- ing).....	13,128,542.43	35,538,113.06	472,908.38	49,139,564.77
Paving.....	1,295,673.32	9,428,224.71	22,507.62	10,746,405.65
Electric line construc- tion.....	3,124,207.45	10,230,139.64	185,749.85	13,540,096.94
Real estate (used in operation of road)...	3,725,452.50	1,548,910.83	5,750.12	5,280,113.45
Buildings and fixtures..	4,074,172.22	7,615,549.74	2,537.08	11,692,259.04
Investment real estate..	1,083,233.73	* 1,083,233.73	.....	.....
Power plant equipment.	2,838,853.38	3,432,712.02	1,099.87	6,272,665.27
Shop tools and machin- ery.....	597,858.14	591,984.47	20,194.17	1,210,036.78
Cars—Revenue.....	5,685,918.88	13,010,885.78	27,984.23	18,724,788.89
Electric equipment of cars.....	2,830,558.79	6,301,708.34	46,227.11	9,178,494.24
Miscellaneous equip- ment.....	267,680.82	687,062.42	88,171.74	1,042,914.98
Interest and discount...	.....	2,736,188.50	76,843.91	2,813,032.41
Miscellaneous.....	11,311,979.32	283,377.53	7,752.04	11,603,108.89
Tunnels.....	941,290.00	3,210,252.60	.....	4,151,542.60
Horses.....	33,300.00	9,087.50	* 5,702.50	18,510.00
Material and supplies...	961,752.24	1,697,400.10	674,663.22	3,333,815.56
Pill.....	41,261.20	119,241.32	.....	160,502.52
Subways.....	1,809.21	3,817.46	.....	5,626.67
Docks and wharves.....	.....	4,726.58	.....	4,726.58
	\$55,775,000.00	\$102,763,423.00	\$1,715,708.45	\$160,254,131.45

*Credits.

FINANCIAL EXHIBITS

EXHIBIT B.

CHICAGO RAILWAYS COMPANY—CHICAGO CITY RAILWAY COMPANY—CALUMET & SOUTH CHICAGO RAILWAY COMPANY—THE SOUTHERN STREET RAILWAY COMPANY.

COMBINED JOINT INCOME ACCOUNT. YEAR ENDED JANUARY 31, 1921.

RECEIPTS:

Residue Receipts of Chicago Surface Lines.....	\$12,026,992.06	
Earnings prior to February 1st, 1914, collected and credited this year.....	427.35	
Total Receipts.....		\$12,027,419.41

EXPENSES:

Reserved for Damages.....	\$ 11,499.53	
Reserved for Taxes.....	130,216.51	
Miscellaneous General.....	23,410.29	
Renewals—8% of Joint Earnings.....	34.19	
Total Expenses.....		165,160.52

Net receipts.....	\$11,862,258.89	
From which deduct interest on capital invested at 5%.....	7,974,289.44	
Remaining Net Receipts.....		\$ 3,887,969.45

Divisible thus:

City of Chicago..55% (See page No. 13)	\$2,138,383.19	
Companies 45%.....	1,749,586.26	\$ 3,887,969.45

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT C.

CHICAGO SURFACE LINES.

JOINT INCOME ACCOUNT.

FOR THE YEAR ENDED JANUARY 31, 1921.

RECEIPTS:

Passenger car earnings.....	\$54,690,193.48
Chartered car earnings.....	11,591.00
Income from mail carriers.....	36,546.81
Newspaper car earnings.....	15,745.41
Freight car earnings.....	3,233.91
Hospital car earnings.....	2,734.00
Advertising.....	240,956.70
Rents of buildings and other property.....	93,641.54
Rents of equipment.....	13,931.67
Sale of power.....	98,104.00
Miscellaneous income.....	8,176.45
Interest on deposits.....	112,529.87

Gross receipts..... \$55,327,384.84

OPERATING EXPENSES:

Way and structures.....	\$ 2,859,901.14
Equipment.....	4,015,806.03
Renewals.....	4,167,325.37
Power—Maintenance.....	337,092.95
Power—Operation.....	3,105,975.45
Conducting Transportation—Trainmen.....	20,475,132.26
Conducting Transportation—Other.....	3,023,871.88
Traffic.....	9,576.60
General and Miscellaneous—Damages.....	1,930,000.00
General and Miscellaneous—Other.....	1,645,711.10
Taxes.....	1,730,000.00

Total operating expenses..... \$43,300,392.78

Net receipts from operation..... \$12,026,992.06

DIVISION OF NET RECEIPTS:

Chicago Railways Company 60%.....	\$ 7,216,195.24
Chicago City Railway Company, including the Calumet & South Chicago Railway Company, and The Southern Street Ry. Company 40%.....	\$ 4,810,796.82

FINANCIAL EXHIBITS

EXHIBIT C—SCHEDULE No. 1.

CHICAGO SURFACE LINES.

OPERATING EXPENSES.

FOR THE YEAR ENDED JANUARY 31, 1921.

WAY AND STRUCTURES:

Superintendence of way and structures.....	\$ 63,299.95
Ballast.....	4,429.29
Ties.....	15,453.33
Rails.....	18,758.72
Rail fastenings and joints.....	144,595.11
Special work.....	87,002.86
Track and roadway labor.....	840,601.26
Miscellaneous track and roadway expenses.....	40,343.12
Paving.....	616,629.62
Cleaning and sanding track.....	547,481.13
Removal of snow and ice.....	98,047.43
Tunnels and subways.....	12,568.87
Bridges, trestles and culverts.....	8,840.51
Crossings, fences and signs.....	1,736.18
Signal and interlocking apparatus.....	2,026.79
Telephone and telegraph lines.....	209.92
Miscellaneous way expenses.....	1,980.76
Poles and fixtures.....	10,782.42
Underground conduits.....	13,279.83
Distribution system.....	125,663.45
Miscellaneous electric line expenses.....	3,528.30
Buildings, fixtures and grounds.....	227,532.21
Other operations—Credit.....*	24,898.92
Total way and structures.....	\$ 2,859,901.14

EQUIPMENT:

Superintendence of equipment.....	\$ 213,844.45
Passenger and combination cars.....	2,642,846.09
Freight and express cars.....	274.97
Service equipment.....	64,583.43
Electric equipment of cars.....	1,268,654.04
Locomotives.....	312.19
Shop equipment.....	73,615.58
Shop expenses.....	390,427.41
Vehicles and horses.....	52,567.18
Other operations—Credit.....*	691,319.31
Total equipment.....	\$ 4,015,806.03

*Credits.

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

OPERATING EXPENSES—Continued.

POWER.

MAINTENANCE:

Superintendence of power.....	\$	14,815.82
Power plant buildings, fixtures and grounds.....		22,843.46
Substation equipment.....		307,276.21
Other operations—Credit.....	*	7,842.54
Total maintenance.....	\$	337,092.95

OPERATION:

Substation employes.....	\$	240,459.38
Substation supplies and expenses.....		22,846.24
Power purchased.....		2,965,246.96
Other operations—Credit.....	*	122,577.13
Total operation.....	\$	3,105,975.45
Total power.....	\$	3,443,068.40

CONDUCTING TRANSPORTATION:

Passenger conductors and motormen.....	\$20,456,557.58
Other conductors and motormen.....	18,574.68
Conducting transportation—trainmen.....	\$20,475,132.26

Superintendence of transportation.....	\$	762,823.44
Miscellaneous car service—Employees.....		76,981.43
Miscellaneous car service—Expenses.....		274,231.97
Station expenses.....		43.62
Carhouse employes.....	1,686,378.82	
Carhouse expenses.....		42,983.44
Operation of signal and interlocking apparatus.....		3,163.22
Other transportation—Expenses.....		179,833.70
Other operations—Credit.....	*	2,567.76

Conducting transportation—other	\$ 3,023,871.88
Total conducting transportation.....	<u>\$23,499,004.14</u>

TRAFFIC:

Superintendence and solicitation.....	\$	1,789.83
Advertising.....		7,786.77
Total traffic.....	\$	9,576.60

*Credits.

FINANCIAL EXHIBITS

OPERATING EXPENSES—Continued.

GENERAL AND MISCELLANEOUS:

Salaries and expenses of general officers.....	\$ 235,960.54
Salaries and expenses of general office clerks.....	191,005.99
General office supplies and expenses.....	85,423.24
Law expenses.....	102,566.78
Miscellaneous general expenses.....	279,036.74
Insurance.....	239,505.43
Stationery and printing.....	223,086.87
Store expenses.....	462,454.65
Garage and stable expenses.....	84,655.17
Rent of tracks and facilities.....	6,614.83
Rent of equipment.....	1,770.14
Other operations—Credit.....*	266,369.28
General and Miscellaneous—Other.....	\$ 1,645,711.10
Injuries and Damages.....	1,930,000.00
Total General and Miscellaneous.....	\$ 3,575,711.10
Taxes.....	\$ 1,730,000.00
Renewals.....	4,167,325.37
Total Operating Expenses.....	\$43,300,392.78

*Credit.

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT D.

CHICAGO SURFACE LINES.

CONDITION OF RESERVE FOR DAMAGE CLAIMS.

JANUARY 31, 1921.

On hand February 1, 1920.....	\$ 1,591,832.32
Reserved during year.....	1,930,000.00
Interest allowed on Reserve Fund during year.....	42,612.99
Total.....	\$ 3,564,445.31
Expended during year.....	1,817,465.91
On hand February 1, 1921.....	\$ 1,746,979.40

FINANCIAL EXHIBITS

EXHIBIT E.

CHICAGO RAILWAYS COMPANY—CHICAGO CITY RAILWAY COMPANY—CALUMET & SOUTH CHICAGO RAILWAY COMPANY—THE SOUTHERN STREET RAILWAY COMPANY.

OPERATING STATISTICS. YEAR ENDED JANUARY 31, 1921.

GENERAL:

Miles of single track owned.....	1,050
Miles of single track operated.....	982
Gross receipts of system.....	\$55,327,812.19
Gross receipts per mile of single track owned.....	\$ 52,245.24
Gross receipts per mile of single track operated.....	\$ 56,341.86
Gross earnings from operation.....	\$55,001,001.31

TRANSPORTATION:

Total passengers carried.....	1,353,171,493
Passengers carried for revenue.....	769,025,413
Passengers carried on transfers.....	551,676,792
Total revenue car miles.....	117,519,072
Total revenue car hours.....	13,698,670
Per cent of transfer passengers to revenue passengers (including children and free).....	68.83
Average gross receipts per passenger (cents).....	4.09
Average passenger earnings per passenger (cents).....	4.04
Average expense per passenger, including 5% interest on agreed valuation of property (cents).....	3.79
Average operating expenses per passenger, including taxes (cents).....	3.20
Average interest charges per passenger, based on agreed valuation of the property (mills).....	5.89
Average profit per passenger (mills).....	2.87
City's proportion (55%) of profit per passenger (mills).....	1.58
Company's proportion (45%) of profit per passenger (mills).....	1.29

POWER:

Total output for railway use (kw. hrs. d. c.).....	490,889,301
Rated capacity for railway use (kw.)**.....	167,239
Maximum demand for railway use (kw. d. c.).....	141,721
Load factor, for railway use (ave. hour monthly).....	46.22
Total cost per kw. hr. all plants at direct current bus, for railway use (cents)*.....	1.0007
Energy consumed per total car mile (kw. hrs.).....	4.15

*Includes fixed charges, operating and maintenance costs of generating and substations.

**Includes 5089 kw. capacity in Commonwealth Edison Company's Steam Stations, and excludes 3040 kw. storage battery capacity.

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT F.

CHICAGO CITY RAILWAY COMPANY, INCLUDING THE SOUTHERN STREET RAILWAY COMPANY.

BALANCE SHEET.

JANUARY 31, 1921.

ASSETS.

VALUE OF PROPERTIES:

Chicago City Railway Co.:

Value as stated by Traction Valuation Commission

June 30, 1906.....\$21,000,000.00

Certificates issued by Board of Supervising Engineers 34,005,694.31

Total value of properties—Schedule No. 1.....\$55,005,694.31

The Southern Street Railway Co.:

Value as stated by Traction Valuation Commission

August 1, 1908.....\$ 775,000.00

Certificates issued by Board of Supervising Engineers 941,317.85

Total value of properties—Schedule No. 2.....1,716,317.85

CURRENT ASSETS.....5,489,364.44

Total.....\$62,211,376.60

LIABILITIES.

CAPITAL:

Chicago City Railway Company.....\$55,005,694.31

The Southern Street Railway Company.....1,716,317.85

Total.....\$56,722,012.16

Representing purchase price of the properties in accordance with the terms of the City Ordinances.

RESERVE FOR DAMAGES.....67,883.92

RESERVE FOR RENEWALS AND DEPRECIATION.....4,079,593.11

RESERVE FOR SPECIAL RENEWALS AND EQUIPMENT.....5,640.75

CITY OF CHICAGO:

Proportion of profits of south side lines (see page No. 13)\$ 735,496.77

Less taxes and licenses paid in advance.....1,020.20 734,476.57

CHICAGO CITY RAILWAY COMPANY, CALUMET & SOUTH CHICAGO RAILWAY COMPANY, THE SOUTHERN STREET RAILWAY COMPANY:

Proportion of profits.....601,770.09

Total.....\$62,211,376.60

FINANCIAL EXHIBITS

EXHIBIT F—SCHEDULE No. 1.

CHICAGO CITY RAILWAY COMPANY.

VALUE OF PROPERTIES.

JANUARY 31, 1921.

	As valued by T. V. C.	Additions July 1, 1906 to Jan. 31, 1920	Additions Feb. 1, 1920 to Jan. 31, 1921	Total
Organization.....	\$ 1,525,650.00	\$ 25,416.29		\$ 1,551,066.29
Engineering and super- intendence.....		3,696,728.63	\$ 25,465.38	3,722,194.01
Right of way.....		15,360.00		15,360.00
Track (exclusive of pav- ing).....	4,568,062.00	9,818,140.66	130,081.90	14,516,284.56
Paving.....	463,490.00	3,190,099.43	1,367.76	3,654,957.19
Electric line construc- tion.....	1,448,259.00	3,076,995.32	66,787.95	4,592,042.27
Real estate.....	1,095,366.00	693,055.36	4,931.91	1,793,353.27
Buildings and fixtures..	1,525,393.00	2,551,967.09	553.44	4,077,913.53
Power plant equipment.	1,233,281.00	1,429,508.18	563.08	2,663,352.26
Shop tools and machin- ery.....	198,183.00	194,740.50	6,873.09	399,796.59
Cars—Revenue.....	2,936,352.00	4,641,679.40	* 13,757.29	7,564,274.11
Electric equipment of cars.....	1,525,234.00	1,719,851.14	8,311.13	3,253,396.27
Miscellaneous equip- ment.....	105,651.00	339,790.16	36,311.46	481,752.62
Interest and discount...		1,378,833.31	24,825.88	1,403,659.19
Miscellaneous.....	3,841,811.00	98,388.39	3,295.51	3,943,494.90
Horses.....	12,010.00	* 2,325.00	* 2,281.00	7,404.00
Material and supplies...	505,000.00	558,660.96	269,865.29	1,333,526.25
Fuel.....	16,258.00	* 16,258.00		
Roll.....		31,867.00		31,867.00
	<u>\$21,000,000.00</u>	<u>\$33,442,498.82</u>	<u>\$ 563,195.49</u>	<u>\$55,005,694.31</u>

*Credits.

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT F—SCHEDULE No. 2.

THE SOUTHERN STREET RAILWAY COMPANY.

VALUE OF PROPERTIES.

JANUARY 31, 1921.

	As Valued by T. V. C.	Additions Aug. 1, 1908 to Jan. 31, 1920	Additions Feb. 1, 1920 to Jan. 31, 1921	Total
Organization.....	\$ 47,286.48			\$ 47,286.48
Engineering and Superin- tendence.....		\$ 116,458.88	\$ 962.40	117,421.28
Track (Exclusive of Paving)	245,138.15	405,106.86	6,607.26	656,852.27
Paving.....	170,943.81	140,905.95		311,849.76
Electric Line Construction..	35,974.12	133,458.03	2,616.65	172,048.80
Real Estate.....	37,522.00	* 17,287.32		20,234.68
Buildings and Fixtures.....	40,136.80			40,136.80
Power Plant Equipment....	47,862.78			47,862.78
Shop Tools and Machinery..	2,295.11			2,295.11
Cars—Revenue.....	23,032.60	126,897.53		149,930.13
Electric Equipment of Cars.	15,539.20	61,029.97		76,569.17
Miscellaneous Equipment...	3,535.03	330.20	800.00	4,665.23
Interest and Discount.....		40,367.69	481.19	40,848.88
Miscellaneous.....	105,733.92	* 77,017.44	* 400.00	28,316.48
	<u>\$ 775,000.00</u>	<u>\$ 930,250.35</u>	<u>\$ 11,067.50</u>	<u>\$1,716,317.85</u>

*Credits.

FINANCIAL EXHIBITS

EXHIBIT G.

CHICAGO CITY RAILWAY COMPANY—CALUMET & SOUTH CHICAGO RAILWAY COMPANY.—THE SOUTHERN STREET RAILWAY COMPANY

JOINT INCOME ACCOUNT. FOR YEAR ENDED JANUARY 31, 1921.

RECEIPTS:

40% of Chicago Surface Lines' Residue Receipts.....	\$4,810,796.82
Miscellaneous joint earnings.....	86.70
Total Receipts.....	<u>\$4,810,883.52</u>

EXPENSES:

Reserved for damages.....	11,499.53
Taxes.....	48,216.51
Miscellaneous general.....	20,262.58
Renewals—8% of joint earnings.....	6.94
Total Expenses.....	<u>\$ 79,985.56</u>

Net Receipts..... 4,730,897.96

From which deduct Interest on Capital Invested at 5%—

Chicago City Railway Company.....	\$2,739,056.19
Calumet & South Chicago Railway Co.....	568,912.23
The Southern Street Railway Co.....	85,662.68
	<u>3,393,631.10</u>

Remaining Net Receipts..... \$1,337,266.86

Divisible thus:

City of Chicago—55% (see page No. 13).....	\$ 735,496.77
Companies —45%.....	<u>601,770.09</u>
	<u>\$1,337,266.86</u>

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT H.

CHICAGO CITY RAILWAY COMPANY—THE SOUTHERN STREET RAILWAY COMPANY.

CONDITION OF RESERVE FOR DAMAGE CLAIMS.

At JANUARY 31, 1921.

For Accidents occurring between February 1, 1907, and January 31, 1914:

On hand February 1, 1920.....	\$ 67,653.32
Reserved during year.....	10,999.53
Interest allowed on Reserve Fund during year.....	1,416.75
Total.....	\$ 80,069.60
Expended during year.....	\$ 12,185.68
On hand February 1, 1921.....	\$ 67,883.92

FINANCIAL EXHIBITS

EXHIBIT I.

CHICAGO CITY RAILWAY COMPANY—THE SOUTHERN STREET RAILWAY COMPANY.

RENEWAL FUNDS.

JANUARY 31, 1921.

	Renewal and Depreciation Reserve Fund	Special Renewal and Equipment Fund	Total
Balance in fund February 1, 1920.....	\$3,528,803.95	.....	\$3,528,803.95
Reserved during year:			
90.09% of 40% of 8% of gross receipts of Chicago Surface Lines based on orders of State Public Utilities Commission..	474,834.24	\$1,026,909.71	1,501,743.95
Salvage from Special Accounts.....	47,233.76	.....	47,233.76
Sale of unnecessary property.....	198,584.15	.....	198,584.15
Interest added to funds.....	116,649.76	2,186.57	118,836.33
Total.....	\$4,366,105.86	\$1,029,096.28	\$5,395,202.14
Expended for Renewals—Schedule No. 1...	286,512.75	955,090.23	1,241,602.98
	\$4,079,593.11	\$ 74,006.05	\$4,153,599.16
Expended for new equipment—Schedule No. 3.....	.....	68,365.30	68,365.30
Balance in funds February 1, 1921...	\$4,079,593.11	\$ 5,640.75	\$4,085,233.86

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT I—SCHEDULE No. 1.

CHICAGO CITY RAILWAY COMPANY, INCLUDING THE SOUTHERN STREET RAILWAY COMPANY.

CERTIFICATES FOR RENEWALS.

FOR PERIOD FEBRUARY 1, 1920 TO JANUARY 31, 1921.

Certifi- cate No.	For Period		Amount
120	February	1, 1920, to February 29, 1920.....	\$ 46,939.35
121	March	1, 1920, to March 31, 1920.....	47,814.16
122	April	1, 1920, to April 30, 1920.....	48,408.80
123	May	1, 1920, to May 31, 1920.....	73,934.17
124	June	1, 1920, to June 30, 1920.....	69,416.27
Total expended from Renewal and Depreciation Reserve Fund.....			\$ 286,512.75
125	July	1, 1920, to July 31, 1920.....	\$ 87,310.91
126	August	1, 1920, to August 31, 1920.....	99,997.59
127	September	1, 1920, to September 30, 1920.....	118,608.97
128	October	1, 1920, to October 31, 1920.....	158,408.31
129	November	1, 1920, to November 30, 1920.....	174,648.43
130	December	1, 1920, to December 31, 1920.....	138,038.77
131	January	1, 1921, to January 31, 1921.....	178,077.25
Total expended from Special Renewal and Equipment Fund.....			955,090.23
Total renewal expenditures for year.....			1,241,602.98
Reported previous to February 1, 1920, as expended from Renewal and Depreciation Reserve Fund.....			7,457,962.33
			\$8,699,565.31

FINANCIAL EXHIBITS

EXHIBIT I—SCHEDULE No. 2.

CHICAGO CITY RAILWAY COMPANY.

EXPENDITURES FOR RENEWALS—COSTS AND LOCATIONS.

APRIL 16, 1910, TO JANUARY 31, 1921.

Many of the following are split accounts, i. e., carrying charges to both Capital and Renewals, but only charges to Renewal Accounts are shown herein:

	April 16, 1910 to	Jan. 31, 1920	Feb. 1, 1920 to	Jan. 31, 1921	Total
Closed accounts previously reported.....		\$ 4,835,155.25			\$ 4,835,155.25
7042 Overhauling and painting wk. cars, wagons, etc., at South and West Shops.....		7,172.99		7,563.27	14,736.26
7116 Purchase and install. of office furniture and equip't. at various locations.		349.69		1,170.04	1,519.73
7146 Elect. wk., Ashland Ave. and 40th St.....		519.62		1,943.53	2,463.15
7182 Elect. wk., 51st St., Kedzie Ave. to Western Ave.....		10.60		72.24	82.93
7210 Elect. wk. at various locations.....		4,097.18		1,407.35	5,504.53
7214 Elect. wk. at various locations.....		304.42		128.52	432.94
7241 Elect. wk., Wentworth Ave., Archer Ave. to 65th St.....		6,776.85	*	92.74	6,869.59
7254 Install. of power plant. equip't. at various locations.....		6,218.78		1,884.17	8,102.95
7289 Renw. of 2846 GE-80 armature shafts at the South Shops.....		22,958.20		17,159.15	39,217.35
7296 Spl. trk. wk., 26th and State Sts.....				2,902.88	2,902.88
7304 Spl. trk. wk., Randolph St. and Wabash Ave.....		1,358.54		388.62	1,747.16
7320 Spl. trk. wk., Dearborn and Van Buren Sts.....		499.32		142.73	642.05
7323 Spl. trk. wk., Cottage Grove Ave. N. of 63rd St.....		751.76	*	1.05	750.71
7324 Elect. wk., Clark St., Washington to 2nd Sts.....		604.75		5,818.81	6,423.56
7325 Str. trk. wk. and pvg., Archer Ave., Kedzie Ave. to Central Park Ave.		6.38		13,165.91	13,172.29
7333 Reconst. of trk. on Clark St. Bridge and Approaches at Chicago River (S. half only).....					
7336 Elect. wk., 38th St. and Cottage Grove Car Station.....		415.47		9.57	425.04
7337 Elect. wk., Kedzie Ave., from 31st to 38th Sts.....		850.00		915.32	1,765.32
7338 Elect. wk., Archer Ave., Central Park Ave. to Kedzie Ave.....		690.06	*	112.44	802.50
7339 Spl. trk. wk., State and Washington Sts.....				37.41	37.41
7350 Spl. trk. wk., Adams and Dearborn Sts.....		978.26		285.32	1,263.58
7351 Elect. wk., 59th St., Leavitt St. to Ashland Ave. and at Wallace St. and Stewart Ave.....				1,249.24	1,249.24
		494.40		4,895.24	5,389.64

*Credits.

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

	April 16, 1910 to	Jan. 31, 1910	Feb. 1, 1920 to	Jan. 31, 1921	Total
	\$	\$	\$	\$	\$
7360 Elect. wk., Wabash Ave., Lake St. to Van Buren St.....	584.91	12,613.54			13,198.45
7366 Spl. trk. wk., 63rd and Halsted Sts.....	5,285.98	983.99			6,269.97
7370 Spl. trk. wk., 51st St. and Ashland Ave.....	3.56	1,189.95			1,193.51
7371 Renew. of Cheatham automatic elect. trk. switches at various locations.	87.46	2,540.57			2,628.03
7373 Spl. trk. wk., 79th and Halsted Sts.....	.82	5,005.36			5,006.18
7376 Spl. trk. wk., 69th St. and Wentworth Ave.....		5,775.25			5,775.25
7380 Spl. trk. wk., 63rd St. and Ashland Ave.....	804.02	8,891.74			9,695.76
7381 Spl. trk. wk., Archer Ave. W. of State St.....		2,264.69			2,264.69
7382 Spl. trk. wk., Clark St. S. of Adams St.....		2,264.69			2,264.69
7384 Spl. trk. wk., 63rd St. and Western Ave.....		2,408.85			2,408.85
7385 Spl. trk. wk., 47th St. and Western Ave.....		2,856.18			2,856.18
7386 Spl. trk. wk., 40th St. and Wallace St.....	22.67	9,486.46			9,486.46
7387 Spl. trk. wk., 39th St. W. of Wentworth Ave.....		168.50			168.50
7388 Spl. trk. wk. and pvg., 81st St. East of Halsted St.....	1,744.75	925.68			1,913.25
7390 Spl. trk. wk., Van Buren St. and Wabash Ave.....		1,310.44			925.68
7391 Spl. trk. wk., 79th St. and Vincennes Ave.....		5,381.19			1,310.44
7393 Elect. wk., Wentworth Ave. S. of 77th St. and in 77th St. and Vincennes Ave. Car Station.....					5,381.19
7394 Spl. trk. wk., Lake St. and Wabash Ave.....		6,873.61			6,873.61
7395 Spl. trk. wk., 22nd St. W. of Wabash Ave.....		1,210.13			1,210.13
7396 Spl. trk. wk., 38th St. and Langley Ave.....		2,164.98			2,164.98
7397 Spl. trk. wk., Archer Ave. and Throop St.....		826.58			826.58
7398 Elect. wk., 43rd St., from State St. to Lake Park Ave.....		2,304.34			2,304.34
7399 Elect. wk., 22nd St., E. Line of Belt Ry. at Kenton Ave. to Crawford Ave.....		1,019.10			1,019.10
7400 Elect. wk., Racine Ave. from 63rd St. to S. of 69th St.....		1,191.10			1,191.10
7401 Elect. wk., 55th St. from Cottage Grove Ave. to Lake Park Ave. and Loops.....		995.82			995.82
7402 Elect. wk., 63rd St. from Ashland Ave. to State St.....		2,230.28			2,230.28
7403 Elect. wk., Western Ave. from 47th to 71st Sts.....		3,804.43			3,804.43
7404 Elect. wk., 61st St. from Cottage Grove Ave. to 60th St. and Blackstone Ave. and Elev. Ry. East of Prairie Ave.....		3,608.52			3,608.52
7406 Elect. wk., Clark St., Center Line of River to Washington St.....		2,417.45			2,417.45
7407 Elect. wk., 38th Pl. from Morgan to Halsted Sts.....		314.08			314.08
7408 Spl. trk. wk., 43rd St. and State St.....		2,997.90			2,997.90
7409 Spl. trk. wk., 39th St. and Cottage Grove Ave.....		76.76			76.76
7410 Spl. trk. wk., 47th St. and Indiana Ave.....		9,864.91			9,864.91
					.53

FINANCIAL EXHIBITS

7411	Str. trk. wk. and pvg. at Ashland Ave. S. of 39th St.	4,610.48	4,610.48	
7412	Elect. wk. on 22nd St., River to Indiana Ave.	4,266.20	4,266.20	
7413	Elect. wk., Indiana Ave., 18th to 51st Sts.	908.40	908.40	
7415	Elect. wk., 70th St. W. of Ashland Ave.	826.71	826.71	
7416	Elect. wk., S. end of Archer & Rockwell Car Station.	1,184.21	1,184.21	
7417	Elect. wk., Halsted St. from River N. of Archer Ave. to 69th St. and from 49th to 69th Sts.	37.04	37.04	
7418	Elect. wk., 47th St., Halsted St. to State St.	6,456.03	6,456.03	
7419	Elect. wk., 18th St., State St. to Indiana Ave.	1,183.32	1,183.32	
7420	Elect. wk., 79th St., Peoria St. to Vincennes Ave.	1,156.87	1,156.87	
7422	Elect. wk., Vincennes Ave., 68th to 81st Sts.	3,751.75	3,751.75	
7423	Elect. wk., Private R-W N. of 63rd St., State St. to Wabash Ave.	551.52	551.52	
7425	Str. trk. wk. and pvg., 39th St. and Michigan Blvd.	598.20	598.20	
7426	Spl. trk. wk. and pvg., Vincennes Ave. S. of 72nd St. and Vincennes Ave. N. of 73rd St.	2,558.76	2,558.76	
10001	Deferred Payments chgd. to closed renewal accts.	1,828.02	1,828.02	*
10003	Spl. trk. wk., 22nd St. and Cottage Grove Ave.	692.85	692.85	
10004	Str. trk. wk., Wabash Ave. S. of Washington St.	10,060.13	10,060.13	
10007	Str. trk. wk., Randolph St., Wabash Ave. to Holden Ct.	2,735.38	2,735.38	*
10014	Depreciation of Power Plant Machinery and Equipmt., included in primary cost for power.	3,242.13	3,242.13	*
10015	Renewals on Plymouth Court battery	191,659.23	191,659.23	
10016	Depreciation of joint sub. sta. operated by the C. E. Co.	9,080.46	9,080.46	
10017	Renw. of GE-67 top motor shells.	11,830.23	11,830.23	
10021	Str. trk. wk., Clark St. N. of Harrison St.	4,795.39	4,795.39	
10026	Renw. of ballast, State St. N. of Quincy St.	974.01	974.01	
10029	Str. trk. wk., Wabash Ave. S. of Randolph St.	35.48	35.48	*
10043	Str. trk. wk., Wabash Ave., N. of Madison St.	1,346.06	1,346.06	*
10044	Str. trk. wk., State St., N. of Madison St.	673.59	673.59	*
10128	Spl. trk. wk., 30th St. and Indiana Ave.	455.04	455.04	*
10152	Spl. trk. wk., State and Washington Sts.	25.17	25.17	*
10155	Spl. trk. wk., Randolph St. and Wabash Ave.	6.07	6.07	*
10181	Str. trk. wk., 61st St. from State St. to Wentworth Ave.	2.15	2.15	*
10206	Spl. trk. wk., Vincennes and Wentworth Aves.	25.90	25.90	*
10207	Spl. trk. wk., 20th and Wallace Sts.	17.97	17.97	*
10212	Rehab. of 2808 GE-80 motors, including renw. of armature and axle bearings, etc., at South Shops.	3,612.21	3,612.21	
10218	Spl. trk. wk., Wabash Ave. and Washington St.	77,770.15	77,770.15	*
10226	Str. trk. wk., Cottage Grove Ave., 39th to 43rd Sts., 47th to 71st Sts.	2,332.57	2,332.57	
		101.59	101.59	
	*Credits.	176,670.86	176,670.86	

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	April 16, 1910 to Jan. 31, 1910	Feb. 1, 1920 to Jan. 31, 1921	Total
10230 Str. trk. wk., Wabash Ave., Congress St. to 133 ft. N. of 12th St.....	\$ 32,163.60	\$ 16.12	\$ 32,179.72
10235 Rewn. of three pits, 88th St. & Vincennes Ave. Carhouse.....	1,213.34	1.48	1,214.82
10238 Str. trk. wk., Cicero Ave., Archer Loop to 63rd St.....	16,365.68	.93	16,366.61
10239 Str. trk. wk., Racine Ave., 67th St. to 74th St.....	33,008.09	17.00	33,025.09
10240 Str. trk. wk. and pvg., Monterey Ave., 111th St. from Vincennes Ave. to and including the Terminal at Mt. Greenwood.....	53,163.86	5.58	53,169.44
10245 Str. trk. wk., Vincennes Ave., 90th to 119th Sts.....	25,538.39	9.20	25,547.59
10246 Str. trk. wk., 51st St., Shields Ave. to W. of Wallace St.....	10,520.84	8.22	10,529.06
10250 Str. trk. wk., So. Chicago Ave., Cottage Grove Ave. to 75th St.....	25,752.91	395.63	26,148.54
10251 Spl. trk. wk., 43rd St. and Cottage Grove Ave.....	1,534.53	1,534.53	1,534.53
10252 Spl. trk. wk., 22nd St. and Archer Ave.....	3,250.14	3,250.14	3,250.14
10253 Str. trk. wk., Clark St. Viaduct N. of 16th St.....	23,580.70	23,580.70	23,580.70
10254 Renw. of roof at 88th St. & Vincennes Ave. Carhouse.....	6,016.96	6,016.96	6,016.96
10255 Rebuilding Car #2731 at South Shops.....	6,268.86	6,268.86	6,268.86
10256 Str. trk. wk., Wabash Ave., 363 ft. S. of Roosevelt Rd. to 22nd St.....	21,773.59	21,773.59	21,773.59
10257 Renw. of spans, Wallace St. from 29th St. to Root St.....	2,308.80	2,308.80	2,308.80
10258 Elect. wk., 51st St. from Wallace St. to Shields Ave.....	425.27	425.27	425.27
10259 Elect. wk., Archer Ave., Halsted St. to State St. and W. of Normal Ave. Renw. and install. of necessary equipt. to conform with revised fire ordinance at various locations.....	4,245.39	4,245.39	4,245.39
10260 Elect. wk., Lake St. from State St. to Wabash Ave.....	4,677.64	4,677.64	4,677.64
10261 Elect. wk., Cottage Grove Ave. at 39th St., State St. at 43rd St.....	1,179.44	1,179.44	1,179.44
10263 Elect. wk. in vicinity of 48th St. & Honore St. Substa. #4.....	4,464.82	4,464.82	4,464.82
10264 Elect. wk. on Van Buren St. from State St. to Clark St.....	14,176.75	14,176.75	14,176.75
10265 Str. trk. wk., Wentworth Ave., 39th to 63rd Sts.....	9.18	9.18	9.18
10266 Spl. trk. wk., 64th St. and Stony Island Ave.....	127,505.86	127,505.86	127,505.86
10267 Renw. of spans, 38th St. from Kedzie Ave. to Archer Ave.....	3,757.86	3,757.86	3,757.86
10268 Elect. wk., Harrison St. from Alley E. of State St. to Wabash Ave.....	2,508.88	2,508.88	2,508.88
10269 Str. trk. wk., State St. from 13th St. to 22nd St.....	202.46	202.46	202.46
10270 Str. trk. wk., State St. from Jackson Blvd. to 13th St.....	3,765.55	3,765.55	3,765.55
10271 Str. trk. wk., State St. from 26th to 51st Sts.....	58,290.51	58,290.51	58,290.51
10272 Str. trk. wk., State St. from 59th St. to Vincennes Ave.....	141,536.22	141,536.22	141,536.22
10273 Spl. trk. wk., 63rd St. E. of Hoyne Ave.....	71,684.55	71,684.55	71,684.55
10274 Spl. trk. wk., 47th St. and Wentworth Ave.....	2,454.26	2,454.26	2,454.26
10275 Spl. trk. wk., Root St. and Wentworth Ave.....	7,682.46	7,682.46	7,682.46
10277 Spl. trk. wk., 39th St., Archer Ave. and Rockwell St.....	1,865.74	1,865.74	1,865.74
10278 Spl. trk. wk., 39th St., Archer Ave. and Rockwell St.....	19,208.02	19,208.02	19,208.02
10279 Spl. trk. wk., 69th St. and Vincennes Ave.....	6,766.58	6,766.58	6,766.58

FINANCIAL EXHIBITS

10282	Spl. trk. wk., Archer Ave. and Ashland Ave.	6,460.99	6,460.99
10283	Spl. trk. wk., Adams St. and Clark St.	9,847.49	9,847.49
10284	Spl. trk. wk., 2nd St., Cottage Grove Ave. and Indiana Ave.	285.00	285.00
10285	Elect. wk. at various locations.	472.69	472.69
10286	Str. trk. wk., 77th St. & Vincennes Ave. Paint Shop.	5,177.39	5,177.39
10287	Renw. of wood floor with concrete floor, Paint Shop, 78th St. Plant.	7,733.04	7,733.04
10288	Elect. wk. at 77th St. Paint Shop—Bay #4.	40.02	40.02
10289	Spl. trk. wk., 75th St. and Vincennes Ave.	1,865.27	1,865.27
10290	Renw. of power plant equipt. at various locations.	7,152.39	7,152.39
10291	Renw. of carbon brushes on rotary converters—various locations.	3,790.11	3,790.11
10292	Elect. wk., 35th St. E. of La Salle St., C. R. I. & P. Ry. Sub.	2,148.88	2,148.88
10293	Spl. trk. wk., 63rd Pl. E. of Austin Ave.	1,053.01	1,053.01
10294	Str. trk. wk., Ashland Ave., from 43rd to 49th Sts.	23,142.28	23,142.28
10295	Install. of two new combination tower, hose bridge and wreck wagon auto. trucks.	12,811.50	12,811.50
10296	Repla. of various horse-drawn wagons at 39th and Halsted Sts.	1,312.31	1,312.31
10297	Spl. trk. wk., Vincennes Ave. at 80th St.	2,964.01	2,964.01
10298	Spl. trk. wk., Archer Ave. W. of Canal St.	8,056.79	8,056.79
10299	Spl. trk. wk., Archer Ave. at Lowe Ave.	6,850.01	6,850.01
10300	Spl. trk. wk., 47th St. E. of Cottage Grove Ave.	5,370.17	5,370.17
10301	Spl. trk. wk., 67th St. and Rhodes Ave.	250.34	250.34
10302	Spl. trk. wk., Archer Ave. and Pitney Ct.	4,224.64	4,224.64
10303	Spl. trk. wk., 81st St. and Halsted St.	2,170.17	2,170.17
10304	Spl. trk. wk., 55th St. and Harper Ave.	32.93	32.93
10305	Elect. wk., Ashland Ave. from 63rd to 70th Sts.	1,936.03	1,936.03
10307	Str. and spl. trk. wk. at Dearborn and Monroe Sts.	10,937.13	10,937.13
10308	Spl. trk. wk., 47th St. W. of Lake Park Ave.	2,794.49	2,794.49
10309	Elect. wk. at Clark St. Viaduct N. of 16th St.	2,485.53	2,485.53
10310	Spl. trk. wk., 47th St. E. of Lake Park Ave.	2,590.52	2,590.52
10311	Elect. wk., various locations.	1,803.78	1,803.78
10312	Elect. wk., various locations.	3,645.07	3,645.07
10313	Transfg. one rotary converter from 63rd St. and Wentworth Ave. Substa. to Grand Crossing Substa.	1,970.84	1,970.84
10314	Spl. trk. wk., 63rd St. and Harper Ave. (South)	4,425.36	4,425.36
10315	Spl. trk. wk., Garland Ct. and Washington St.	4,019.25	4,019.25
10316	Spl. trk. wk., Clark St. N. of Lake St.	1,627.87	1,627.87
10317	Elect. wk., Cottage Grove Ave., 22nd St. to 31st St.	2,388.34	2,388.34
10318	Spl. trk. wk., 51st St. and State St.	4,243.04	4,243.04
10319	Elect. wk., State St. Bridge.	201.72	201.72

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	April 16, 1910 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
19320 Spl. trk. wk., 74th St. and Halsted St.		\$ 3,357.23	\$ 3,357.23
19322 Spl. trk. wk., Randolph St. and State St.		1,271.79	1,271.79
19323 Spl. trk. wk., 47th St. and Indiana Ave.		11,928.30	11,928.30
19324 Elect. wk., Archer Ave., Cicero Ave. to Central Pk. Ave.		6,442.94	6,442.94
19325 Spl. trk. wk., Clark St. and Harrison St.		281.41	281.41
19327 Str. trk. wk., Indiana Ave. from 30th to 51st Sts.		19,322.79	19,322.79
19329 Spl. trk. wk., 43rd St. and State St.		6,162.47	6,162.47
19331 Install. of preliminary plans for opening and widening streets due to proposed street improvements, various locations.	\$ 9,690.80	1,110.25	1,110.25
Horses.....		630.00	10,320.80

SOUTHERN STREET RY. CO. ACCOUNTS:

17018 Renw. of 120 GE-80 Armature Shafts at the S. Shops.	5.24		5.24
17022 Spl. trk. wk., 22nd St., Ashland and Blue Island Aves.	4,833.44		4,833.44
17023 Elect. wk., 22nd St., Ashland and Blue Island Aves.	95.62		95.62
17024 Elect. wk., Lawndale Ave. from 25th St. to River at 33rd St.	1,007.16		1,007.16
18015 Rehabilitation of 120 GE-80 Motors by reborring the armature & axle bearings, etc., at South Shops.	7,555.27	*	
18016 Elect. wk., Kedzie Ave. at 22nd St.		6,805.52	749.75
18017 Elect. wk., Ashland Ave. Bridge at 27th St.		281.98	281.98
18018 Install. of preliminary plans for opening and widening streets due to proposed street improvements at Ashland Ave., 22nd St. to Archer Ave.		1,497.06	1,497.06
		21.92	21.92
	\$ 7,457,962.33	\$ 1,241,602.98	\$ 8,699,565.31

*Credits.

FINANCIAL EXHIBITS

EXHIBIT I—SCHEDULE No. 3.

CHICAGO CITY RAILWAY COMPANY.

CERTIFICATES FOR EQUIPMENT.

FOR PERIOD NOVEMBER 1, 1920, TO JANUARY 31, 1921.

Certifi- cate No.	For Period	Amount
1	November, 1920.....	\$ 41,107.81
2	December, 1920.....	8,422.10
3	January, 1921.....	18,835.39
Total.....		\$ 68,365.30

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT I—SCHEDULE No. 4.

CHICAGO CITY RAILWAY COMPANY.

EXPENDITURES FOR ADDITIONAL EQUIPMENT— NEW PASSENGER CARS.

FROM NOVEMBER 1, 1920, TO JANUARY 31, 1921.

27000	Construction of 20 double end trail cars at the West Shops.....	\$ 38,320.51
27001	Purchase of 4 standard double end single truck safety cars.....	30,044.79
		<u>\$ 68,365.30</u>

FINANCIAL EXHIBITS

EXHIBIT J.

CERTIFICATES ISSUED BY BOARD OF SUPERVISING ENGINEERS COVERING CONSTRUCTION AND REHABILITATION EXPENDITURES MADE BY CHICAGO CITY RAILWAY COMPANY.

FEBRUARY 1, 1920, TO JANUARY 31, 1921.

Certifi- cate No.	Date	Amount
290	March 1, 1920.....	\$ 11.50
292	April 1, 1920.....	1,150.00
293	April 13, 1920.....	108,785.19
294	May 1, 1920.....	115.00
295	May 13, 1920.....	30,818.46
296	June 1, 1920.....	11.50
297	June 24, 1920.....	66,208.12
298	July 1, 1920.....	28,750.00
299	July 14, 1920.....	60,013.22
300	August 1, 1920.....	11,500.00
301	August 13, 1920.....	54,553.75
302	September 1, 1920.....	5,750.00
303	September 15, 1920.....	84,082.78
304	October 1, 1920.....	115.00
305	October 8, 1920.....	11,826.46
306	November 1, 1920.....	1,150.00
307	November 12, 1920.....	13,229.84
308	December 1, 1920.....	115.00
309	December 30, 1920.....	23,746.96
310	January 1, 1921.....	5,750.00
311	January 13, 1921.....	16,123.62
312	February 1, 1921.....	115.00
313	February 15, 1921.....	37,099.00
315	March 14, 1921.....	2,085.09
		<u>\$ 563,195.49</u>
Reported previous to February 1, 1920.....		33,442,498.82
		<u>\$34,005,694.31</u>

EXHIBIT J.—SCHEDULE No. 1.

CHICAGO CITY RAILWAY COMPANY.

ADDITIONS TO CAPITAL ACCOUNT—COSTS AND LOCATIONS.

JULY 1, 1906 TO JANUARY 31, 1921.

Many of the following are split accounts, i. e., carrying charges to both Capital and Renewals, but only charges to Capital Account are shown herein.

	July 1, 1906 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
Closed accounts previously reported.....	\$27,611,633.93	\$.....	\$27,611,633.93
6007 Pvg. outside R-W.....	117,182.30	53.37	117,235.73
6026 Engineering and potential surveys.....	45,436.15	8,504.50	53,940.65
6043 Const. of new and addnl. patterns—Fiscal Year 1917.....	19,001.16	693.08	19,694.24
6056 City of Chicago—Spl. Assessments.....	15,107.08	4,931.91	20,038.99
6060 Purchase and install. of new shop tools and equipt. at the S. Shops.....	23,231.45	4,944.10	28,175.55
6095 Purchase and install. of new and addnl. office equipt. at various locations.....	3,912.50	2,503.07	6,415.57
6099 Spl. trk. wk. at various locations.....	4,568.80	912.81	5,481.61
6114 Purchase of elect. testing instruments for #1020 Borland Bldg.....	451.02	359.92	810.94
6117 New and addnl. car destination and route signs at S. Shops.....	4,815.66	1,002.54	6,418.20
6120 Str. and spl. trk. wk. in Clark St. N. and S. of Approaches to 12th St. Viaduct.....	368.86	533.75	902.61
6121 Reconst. of trks. in State St. N. and S. of 12th St.....	281.55	17,362.40	17,643.95
6122 Spl. trk. wk. at 12th and Clark Sts.....	366.08	11.68	377.76
6125 Purchase of armatures to be used as extra equipt. on various cars at the S. Shops.....	.....	548.66	548.66
6138 Elect. wk. in vicinity of Commonwealth Edison Co's. 39th St. and Lowe Ave. Sub. Sta.....	12,835.12	5.88	12,841.00
6163 Purchase of 20 GE-242 armatures including Pinion End Frame Heads, etc., at W. and S. Shops.....	2,440.61	290.13	2,730.74
6168 Elect. wk. on State St., Lake St. to Archer Ave.....	6,256.13	4.81	6,260.94
6170 Install. of two new and addnl. combination tower hose bridge and wreck wagon automobile trucks at 38th and Rockwell and 38th and Langley Ave.....	12,006.70	9.91	12,016.61
6174 Elect. wk. on State St. N. of Roosevelt Rd. to S. of Roosevelt Rd.....	1,840.86	954.59	2,801.45

FINANCIAL EXHIBITS

6175	New and addnl. partitions, Bay #6, W. Carhouse, 77th St. and Vincennes Ave.....	1,437.79	13.05	1,450.84
6179	Purchase of new and addnl. Packard automobile truck chassis.....	.....	14,123.93	14,123.93
6181	Elect. wk. at various locations.....	.....	1,334.37	1,334.37
6182	Install. of Wings and Shears on Sprinklers at S. Shops.....	.....	4,786.95	4,786.95
6184	Install. of new and addnl. hot water piping—Cottage Grove Ave. Carhouse.....	.....	.....	.....
6185	Install. of new and addnl. liquid soap outfits at various locations.....	.....	176.69	176.69
6186	Purchase of two snow sweepers, E-235 and E-236 at S. Shops.....	.....	190.36	190.36
7011	Str. and spl. trk. wk. and pvg. at various locations.....	.....	13,896.76	13,896.76
7042	Overhauling and painting wk. cars, wagons, etc., at S. and W. Shops.....	152,164.46	600.59	152,765.05
7061	Temporary trk. and tools.....	27,955.09	4,842.45	32,797.54
7116	Purchase and install. of office furniture and equipt. at various locations.....	5,928.83	974.02	6,902.85
7146	Elect. wk., Ashland Ave. and 40th St.....	1,456.18	424.94	1,681.12
7173	Str. and spl. trk. wk. and pvg., Western Ave. from X-over S. of 63rd St. to 71st St.....	24.39	964.15	988.54
7174	Elect. wk., Archer Ave., Kedzie Ave. to Halsted St.....	64,649.90	701.22	65,351.12
7186	Str. and spl. trk. wk. and pvg. Racine Ave., 70th to 87th Sts.....	5,628.03	504.39	6,132.32
7187	Str. trk. wk. and pvg. 63rd St. 150' W. of Stewart Ave. to Union Ave. and Halsted St. to Racine Ave.....	120,530.38	18.21	120,512.17
7189	Str. and spl. trk. wk. and pvg. Ashland Ave. N. of 71st St. to 79th St.....	97,306.18	13.30	97,319.48
7192	Ext. and changes to Printing Dept. at 77th St. Plant.....	38,970.77	14.52	38,985.29
7193	Addnl. equipt. and ext. to Printing Dept. at 77th St. Plant.....	6,565.58	60.95	6,626.53
7199	Elect. wk. 63rd St., Racine Ave. to 150' W. of Stewart Ave.....	32,723.61	1.56	32,722.05
7200	Spl. trk. wk. State St. and Van Buren St.....	7,445.06	8.13	7,454.09
7201	Elect. wk. various locations.....	3,371.33	16.99	3,354.34
7214	Elect. wk. various locations.....	5,074.74	3,659.73	8,734.47
7221	Spl. trk. wk. Vincennes Ave. and C. R. I. & P. R. R., S. of 103rd St.....	301.13	201.38	592.51
7229	Elect. wk. various locations.....	2,358.69	1,500.12	858.57
7231	Const. of seven car bodies including trucks, etc., at the West Shops.....	11,860.95	19.36	11,880.31
7241	Elect. wk., Wentworth Ave., Archer Ave. to 65th St.....	56,859.02	3,909.56	60,768.48
7246	Elect. wk., Racine Ave., 47th to 63rd Sts. and 69th to 79th Sts.....	3,711.00	92.74	3,803.74
7249	Spl. trk. wk., 31st St. and Wentworth Ave.....	9,643.51	72.03	9,715.54
7253	Repla. of present WH-306 Gears and Pinions—South Shops.....	7,212.46	10.02	7,222.48
7254	Install. of Power Plant Equipt. at various locations.....	2,723.97	6,284.30	9,008.27
7259	Spl. trk. wk. at 38th and Rockwell Sts.....	1,111.78	563.08	1,674.86
7272	Renw. of 95 pairs McGuire M. C. B. truck frames on various cars at the South Shops.....	4,537.70	5.90	4,543.60
7273	Spl. trk. wk., various locations.....	139,384.98	23,058.45	115,426.53
	*Credits.....	4,362.78	.39	4,362.39

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

	July 1, 1906 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
7284 Install. of elect. equipt., 30th St., Western to Ashland and 35th and Ashland Ave.....	\$ 10,610.48	\$ 67.52	\$ 10,678.00
7285 Repla. of Thermostat equipt. on 139 cars—South Shops.....	3,267.76	48.30	3,316.06
7292 Spl. trk. wk. and pvg., 47th St. at Leavitt St.....	2,488.83	5.72	2,494.55
7295 Spl. trk. wk., State and 21st Sts.....	3,298.55	19.61	3,318.16
7296 Spl. trk. wk., 26th and State Sts.....	.....	3,316.63	3,316.63
7299 Spl. trk. wk., Cottage Grove Ave. and 38th St.....	1,581.47	1,083.36	2,664.83
7300 Spl. trk. wk., 38th Pl. and Halsted St.....	6,079.16	1,997.68	8,076.84
7302 Spl. trk. wk., Harrison St. and Wabash Ave.....	1,645.75	8.78	1,654.53
7304 Spl. trk. wk., Randolph St. and Wabash Ave.....	.....	3,798.97	3,798.97
7305 Spl. trk. wk., Wabash Ave. and Washington St.....	.....	10.30	934.56
7308 Spl. trk. wk., 22nd St. and State St.....	953.86	*	885.73
7311 Str. and spl. trk. wk. and pvg. 63rd St., State St. to 180' E. of Wentworth Ave.....	820.86	64.87	.....
7312 Spl. trk. wk., Wentworth Ave. at Private R-W. S. of 63rd St.....	16,386.20	2.93	16,389.13
7313 Elect. wk., 63rd St., Wentworth Ave. to State St.....	2,337.19	44.08	2,493.11
7314 Spl. trk. wk., 63rd and State Sts.....	2,457.66	243.54	2,701.20
7315 Spl. trk. wk. and pvg., 39th St. and Halsted St.....	4,530.92	18.74	4,512.18
7316 Spl. trk. wk., 18th St. and Wabash Ave.....	10,012.39	8.14	10,004.25
7317 Spl. trk. wk., 30th St. and Wentworth Ave.....	5,799.39	20.67	5,688.72
7318 Elect. wk., 22nd St., Chicago River to Cottage Grove Ave., and on 22nd St. W. of Clark St.....	7,364.56	22.06	7,342.50
7319 Spl. trk. wk., 51st St. and Indiana Ave.....	1,419.25	368.33	1,787.58
7320 Spl. trk. wk., Dearborn and Van Buren Sts.....	2,413.34	17.95	2,395.39
7322 Const. of new coil room, install. of adnl. equipt. in Motor Repair Dept., South Shops.....	.....	630.28	630.28
7324 Elect. wk., Clark St., Washington to 22nd Sts.....	2,399.49	1,184.10	3,583.59
7325 Str. trk. wk. and pvg., Archer Ave. Kedzie to Central Pk. Aves.....	.....	4,161.25	4,161.25
7327 Elect. wk., Monterey Ave. and 11th St., Sacramento to Vincennes Aves.....	.....	10,680.15	10,680.15
7329 Renw. of spans, Throop and Morgan Sts., Archer Ave. to 39th St.....	1,088.48	5.97	1,094.45
7331 Renw. of floor in Bay #4—Paint Shop at 78th St. Plant.....	3,417.70	10.44	3,428.14
7332 Spl. trk. wk., Clark St. N. of 16th St.....	.....	7.49	7.49
7333 Reconstr. of trk., Clark St. Bridge and approaches at Chicago River (S. Half only).....	6,628.08	90.11	6,718.19
7335 Elect. wk., Halsted St., Center of River at 25th St. to 85th St.....	485.15	9.48	494.63
7336 Elect. wk., 38th St. and Cottage Grove Car Station.....	7,648.16	21.27	7,669.43
	1,536.18	5,786.48	7,322.66

FINANCIAL EXHIBITS

7337	Elect. wk. on Kedzie Ave. from 31st to 38th Sts.....	140.54	1,205.02	1,354.56
7338	Elect. wk., Archer Ave., Central Park Ave. to Kedzie Ave.....	5,456.54	2,499.82	7,956.36
7339	Spl. trk. wk., State and Washington Sts.....	.....	693.49	693.49
7340	Spl. trk. wk., Lake and State Sts.....	.....	4.83	2,922.31
7342	Elect. wk., 47th St. Racine Ave. to Indiana Ave.....	2,927.14	.....	1,880.46
7344	Spl. trk. wk., 59th and State Sts.....	1,640.37	240.09	7,736.07
7345	Elect. wk., various locations.....	1,373.07	170.07	5,455.06
7347	Elect. wk., alley E. of State St. 31st St. and Pitney Ct., from Archer to Lake Park Aves.....	5,284.99	.....	.....
7349	Spl. trk. wk., 61st and State Sts.....	1,296.66	175.99	1,472.65
7350	Spl. trk. wk., Adams and Dearborn Sts.....	1,467.45	38.66	1,506.11
7351	Elect. wk., 59th St., Leavitt St. to Ashland Ave. and Wallace St. and Stewart Ave.....	.....	2,214.65	2,214.65
7353	Renw. Platform Floors, etc., on various cars—South Shops.....	711.22	1,148.51	1,859.73
7354	Elect. wk., 77th St. Shops Yd., S. of 78th St.....	250.89	4,480.69	4,731.58
7360	Elect. wk., Wabash Ave., Lake St. to Van Buren St.....	348.07	53.60	401.67
7362	Str. and spl. trk. wk., private R-W. (Wentworth Ave.) N. of 83rd to S. of 84th Sts.....	924.64	14,380.54	15,305.18
7365	Elect. wk., various locations.....	3,518.83	440.00	3,958.83
7366	Spl. trk. wk., 63rd and Halsted Sts.....	1,735.10	5.05	1,740.15
7367	Spl. trk. wk., 59th St. and Wentworth Ave.....	.....	5,693.83	5,693.83
7370	Spl. trk. wk., 51st St. and Ashland Ave.....	1,553.32	18.00	1,571.32
7371	Renw. of Cheatham automatic trk. switches and renw. of iron pipe laterals, various locations.....	.....	2,039.48	2,039.48
7373	Spl. trk. wk., 79th St. and Halsted St.....	.....	543.43	543.43
7375	Spl. trk. wk., Archer and Western Aves.....	.....	5,823.19	5,823.19
7376	Spl. trk. wk., 69th St. and Wentworth Ave.....	4,828.12	4.04	4,824.08
7379	Spl. trk. wk., 47th St. W. of Halsted St.....	.....	3,476.72	3,476.72
7380	Spl. trk. wk., 63rd St. and Ashland Ave.....	2,200.13	56.32	2,256.45
7381	Spl. trk. wk., Archer Ave. W. of State St.....	.....	3,118.60	3,118.60
7382	Spl. trk. wk., Clark St. S. of Adams St.....	.....	2,864.81	2,864.81
7383	Spl. trk. wk., Cottage Grove Ave. S. of 31st St.....	429.40	1,653.23	1,653.23
7384	Spl. trk. wk., 63rd St. and Western Ave.....	.....	9.00	438.40
7385	Spl. trk. wk., 47th St. and Western Ave.....	.....	4,066.05	4,066.05
7386	Spl. trk. wk., 39th St. and Wallace St.....	.....	2,498.72	2,498.72
7387	Spl. trk. wk., 63rd St. W. of Wentworth Ave.....	.....	5,509.91	5,509.91
7388	Spl. trk. wk. and pvg., 81st St. E. of Halsted St.....	.....	3.67	3.67
7391	Spl. trk. wk., 79th St. and Vincennes Ave.....	.....	5,399.74	5,399.74
	*Credits.....	.....	8,555.08	8,555.08

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

	July 1, 1906 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
7393 Elect. wk., Wentworth Ave. S. of 77th St. and in 77th St. and Vincennes Ave. Car Station.		\$ 348.12	\$ 348.12
7394 Spl. trk. wk., Lake St. and Wabash Ave.		441.72	441.72
7395 Spl. trk. wk., 22nd St. W. of Wabash Ave.		2,104.15	2,104.15
7396 Spl. trk. wk., 38th St. and Langley Ave.		1,878.42	1,878.42
7397 Spl. trk. wk., Archer Ave. and Throop St.		4,966.79	4,966.79
7398 Elect. wk., 43rd St. State St. to Lake Park Ave.		3,040.98	3,040.98
7399 Elect. wk., 22nd St. E. line of Belt Ry. at Kenton Ave. to Crawford Ave		376.45	376.45
7400 Elect. wk., Racine Ave. 63rd St. to S. of 60th St.		588.89	588.89
7401 Elect. wk., 5th St., Cottage Grove Ave. to Lake Park Ave. and Loops.		615.41	615.41
7403 Elect. wk., Western Ave., 47th to 71st Sts.		2,289.69	2,289.69
7404 Elect. wk., 61st St., Cottage Grove Ave. to 60th St. and Blackstone Ave. and Elev. Ry. E. of Prairie Ave.		123.93	123.93
7406 Elect. wk., Clark St., Center line of River to Washington St.		599.40	599.40
7407 Elect. wk., 38th Pl., Morgan to Halsted Sts.		97.74	97.74
7409 Spl. trk. wk., 39th St. and Cottage Grove Ave.		3,843.05	3,843.05
7411 Str. trk. wk. and pvg., Ashland Ave. S. of 39th St.		13,027.70	13,027.70
7412 Elect. wk., 22nd St., River to Indiana Ave.		6,062.79	6,062.79
7413 Elect. wk., Indiana Ave., 18th to 51st Sts.		2,621.45	2,621.45
7418 Elect. wk., 47th St., Halsted St. to State St.		1,128.38	1,128.38
7419 Elect. wk., 18th St., State St. to Indiana Ave.		382.35	382.35
7420 Elect. wk., 70th St. from Peoria St. to Vincennes Ave.		694.50	694.50
7422 Elect. wk., Vincennes Ave., 68th to 81st Sts.		89.83	89.83
7425 Str. trk. wk. and pvg., 39th St. at Michigan Blvd.		2,805.49	2,805.49
7426 Spl. trk. wk. and pvg., Vincennes Ave., S. of 72nd St. and N. of 73rd St.		7,530.05	7,530.05
Total	\$28,846,021.36	\$ 245,319.94	\$29,091,341.30
Allowance 15% for conducting work, furnishing equipment and procuring funds	4,018,134.66	36,798.00	4,054,932.66
	\$32,864,156.02	\$ 282,117.94	\$33,146,273.96
Adjustment of Fluctuating Accounts:			
Material and Supplies	* 547,402.96	269,865.29	817,268.25
Horses	* 2,325.00	2,281.00	* 4,606.00
5% Brokerage	33,264.84	13,493.26	46,758.10
*Credits.	\$33,442,498.82	\$ 563,195.49	\$34,005,694.31

FINANCIAL EXHIBITS

EXHIBIT K.

CERTIFICATES ISSUED BY BOARD OF SUPERVISING ENGINEERS COVERING CONSTRUCTION AND REHABILITATION EXPENDITURES MADE BY THE SOUTHERN STREET RAILWAY COMPANY.

FEBRUARY 1, 1920 TO JANUARY 31, 1921.

Certifi- cate No.	Date	Amount
190	March 1, 1920.....	\$ 1.15
192	April 1, 1920.....	115.00
193	April 13, 1920.....	1,994.68
194	May 1, 1920.....	1.15
195	May 13, 1920.....	5,706.82
196	June 1, 1920.....	1.15
197	June 24, 1920.....	536.69
198	July 1, 1920.....	57.50
199	July 14, 1920.....	38.03
200	August 1, 1920.....	57.50
201	August 13, 1920.....	437.37
202	September 1, 1920.....	11.50
203	September 15, 1920.....	261.29
204	October 1, 1920.....	1.15
205	October 8, 1920.....	38.81
206	November 1, 1920.....	1.15
207	November 12, 1920.....	52.66
208	December 1, 1920.....	1.15
209	December 30, 1920.....	1,282.25
210	January 1, 1921.....	11.50
211	January 13, 1921.....	202.08
212	February 1, 1921.....	1.15
213	February 15, 1921.....	211.13
215	March 14, 1921.....	44.64
Reported previous to February 1, 1920.....		\$ 11,067.50
		930,250.35
		\$ 941,317.85

EXHIBIT K—SCHEDULE No. 1.
THE SOUTHERN STREET RAILWAY COMPANY.
ADDITIONS TO CAPITAL ACCOUNT—COSTS AND LOCATIONS.

AUGUST 1, 1908 TO JANUARY 31, 1921.

Many of the following are Split Accounts, i. e., carrying charges to both Capital and Renewals, but only charges to Capital are shown herein.

	Aug. 1, 1908 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
Closed accounts previously reported.....	\$ 798,914.05	.....	\$ 798,914.05
901 Const. and equipmt.—Misc.....	.....	400.00	400.00
16001 Paving outside R-W.....	2,702.28	159.02	2,861.30
16008 Engineering and potential surveys.....	3,001.35	486.23	3,577.58
17014 Elect. wk., 22nd St. River to Crawford Ave.....	3,888.06	*	3,888.06
17021 Elect. wk. Kedzie Ave., 22nd to 31st Sts.....	631.55	49.72	681.27
17022 Spl. trk. wk. 22nd St., Ashland and Blue Island Aves.....	.....	1,390.54	1,390.54
17023 Elect. wk. 22nd St., Ashland and Blue Island Aves.....	.....	6,448.24	6,448.24
17024 Elect. wk. Lawndale Ave., 25th St. to River at 33rd St.....	.....	174.52	174.52
	\$ 809,147.29	9,623.91	\$ 818,771.20
Allowance 15% for conducting work, furnishing equipment and pro- curing funds.....	121,103.06	1,443.59	122,546.65
	\$ 930,250.35	11,067.50	\$ 941,317.85

*Credits.

FINANCIAL EXHIBITS

EXHIBIT L.

CHICAGO RAILWAYS COMPANY.

BALANCE SHEET.

JANUARY 31, 1921.

ASSETS.

VALUE OF PROPERTIES:

Value as stated by Traction Valuation Commission

June 30, 1906.....\$29,000,000.00

Certificates issued by Board of Supervising Engineers. 63,128,636.14

Total value of properties—Schedule No. 1.....\$ 92,128,636.14

Current Assets.....9,693,961.26

Total.....\$101,822,597.40

LIABILITIES.

CAPITAL:

Representing purchase price of the properties in
accordance with the terms of the City Ordinance.....\$ 92,128,636.14

Reserve for Damages.....76,298.85

Reserve for Renewals and Depreciation.....7,055,750.10

Reserve for Special Renewals and Equipment.....12,740.02

CITY OF CHICAGO:

Proportion of Profits (see page 13).....\$ 1,402,886.42

Less taxes and licenses paid in advance.....1,530.30 1,401,356.12

CHICAGO RAILWAYS COMPANY:

Proportion of Profits.....\$ 1,147,816.17

Total.....\$101,822,597.40

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT L—SCHEDULE No. 1.

CHICAGO RAILWAYS COMPANY.

VALUE OF PROPERTIES.

JANUARY 31, 1921.

	As Valued By T. V. C.	Additions July, 1, 1906 to Jan. 31, 1920	Additions Feb. 1, 1920 to Jan. 31, 1921	Total
Organization.....	\$ 1,895,751.00	\$ 187,357.69	.....	\$ 2,083,108.69
Engineering and Super- intendence.....	.....	2,583,274.22	\$ 57,840.66	2,641,114.88
Right of Way.....	.....	1,538.48	.....	1,538.48
Track (exclusive of pav- ing).....	6,777,651.00	22,098,548.55	322,576.75	29,198,776.30
Paving.....	634,697.00	5,167,634.79	22,078.94	5,824,410.73
Electric line construc- tion.....	1,407,043.00	6,433,708.89	99,690.98	7,940,442.87
Real Estate.....	2,331,672.00	809,149.00	218.00	3,141,039.00
Buildings and fixtures..	2,227,853.00	5,006,797.55	1,964.57	7,236,615.12
Investment, real estate.	1,036,193.00	* 1,036,193.00	.....	.....
Power plant equipment.	1,319,659.00	1,871,366.79	536.79	3,191,562.58
Shop tools and machin- ery.....	368,420.06	398,856.68	13,321.08	780,597.82
Cars—revenue.....	2,223,536.00	7,973,272.90	24,719.44	10,221,528.34
Electric equipment of cars.....	1,073,818.00	4,362,159.51	37,878.01	5,473,855.52
Miscellaneous equip- ment.....	109,045.00	316,159.71	50,565.58	475,770.29
Interest and discount...	.....	1,037,804.17	49,160.25	1,086,964.42
Miscellaneous.....	6,411,374.00	252,142.66	4,856.53	6,668,373.19
Tunnels.....	941,290.00	3,210,252.60	.....	4,151,542.60
Material and supplies...	221,857.94	1,373,633.44	404,797.93	2,000,289.31
Horses.....	20,140.00	* 5,612.50	* 3,421.50	11,106.00
	<u>\$29,000,000.00</u>	<u>\$62,041,852.13</u>	<u>* 1,086,784.01</u>	<u>\$92,128,636.14</u>

*Credits

FINANCIAL EXHIBITS

EXHIBIT M.

CHICAGO RAILWAYS COMPANY.

JOINT INCOME ACCOUNT.

FOR THE YEAR ENDED JANUARY 31, 1921.

RECEIPTS:

60% of Chicago Surface Lines residue receipts.....	\$7,216,195.24
Miscellaneous joint earnings.....	340.65
Total receipts.....	<u>\$7,216,535.89</u>

EXPENSES:

Reserved for taxes.....	\$ 82,000.00
Miscellaneous—General.....	3,147.71
Renewals—8% of joint earnings.....	27.25
Total expenses.....	<u>\$ 85,174.96</u>

NET RECEIPTS.....	\$7,131,360.93
From which deduct interest on Capital Invested at 5%.....	<u>4,580,658.34</u>
Remaining net receipts.....	<u>\$2,550,702.59</u>

DIVISIBLE THUS:

City of Chicago..55%. (See page No. 13).....	\$1,402,886.42	
Companies.....45%.....	<u>1,147,816.17</u>	\$2,550,702.59

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT N.

CHICAGO RAILWAYS COMPANY.

CONDITION OF RESERVE FOR DAMAGE CLAIMS

At JANUARY 31, 1921.

For accidents occurring between February 1, 1907, and January 31, 1914:

On hand February 1, 1920.....	\$ 83,342.96
Reserved during year.....	.....
Interest allowed on Reserve Fund during year.....	1,544.91
Total.....	\$ 84,887.87
Expended during year.....	8,589.02
On hand February 1, 1921.....	\$ 76,298.85

FINANCIAL EXHIBITS

EXHIBIT O.

CHICAGO RAILWAYS COMPANY.

RENEWAL FUNDS.

JANUARY 31, 1921.

	Renewal and Depreciation Reserve Fund	Special Renewal and Equip- ment Fund	Total
Balance in fund Feb. 1, 1920.....	\$6,464,141.93	.....	\$6,464,141.93
Reserved during year:			
60% of 8% of gross receipts of Chicago Surface Lines based on orders of State Public Utilities Commission.....	790,599.75	\$1,709,822.70	2,500,422.45
Salvage from Special Accounts.....	93,023.44	.....	93,023.44
Sale of unnecessary property.....	46,082.19	.....	46,082.19
Interest added to funds.....	204,774.33	4,128.48	208,902.81
Total.....	\$7,598,621.64	\$1,713,951.18	\$9,312,572.82
Expended for renewals—Schedule No. 1....	542,871.54	1,596,761.97	2,139,633.51
	\$7,055,750.10	\$ 117,189.21	\$7,172,939.31
Expended for new equipment—Schedule No. 3.....	.....	104,449.19	104,449.19
Balance in funds, February 1, 1921.....	\$7,055,750.10	\$ 12,740.02	\$7,068,490.12

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT O—SCHEDULE No. 1.

CHICAGO RAILWAYS COMPANY.

CERTIFICATES FOR RENEWALS.

FOR PERIOD FEBRUARY 1, 1920 TO JANUARY 31, 1921.

Certificate No.	For Period	Amount
114	February 1, 1920 to February 29, 1920.....	\$ 82,381.97
115	March 1, 1920 to March 31, 1920.....	106,570.19
116	April 1, 1920 to April 30, 1920.....	98,207.22
117	May 1, 1920 to May 31, 1920.....	141,187.55
118	June 1, 1920 to June 30, 1920.....	114,524.61
Total expended from Renewal and Depreciation Reserve Fund.....		\$ 542,871.54
119	July 1, 1920 to July 31, 1920.....	\$ 127,508.35
120	August 1, 1920 to August 31, 1920.....	155,373.23
121	September 1, 1920 to September 30, 1920.....	210,762.63
122	October 1, 1920 to October 31, 1920.....	215,936.60
123	November 1, 1920 to November 30, 1920.....	210,650.11
124	December 1, 1920 to December 31, 1920.....	191,318.02
125	January 1, 1921 to January 31, 1921.....	485,213.03
Total expended from Special Renewal and Equipment Fund.....		\$ 1,596,761.97
Total renewal expenditures for year.....		\$ 2,139,633.51
Reported previous to February 1, 1920, as expended from Renewal and Depreciation Reserve Fund.....		10,142,792.87
Total.....		\$12,282,426.38

FINANCIAL EXHIBITS

EXHIBIT O—SCHEDULE No. 2.

CHICAGO RAILWAYS COMPANY.

EXPENDITURES FOR RENEWALS—COSTS AND LOCATIONS.

FEBRUARY 1, 1911, TO JANUARY 31, 1921.

Many of the following are Split Accounts, i. e., carrying charges to both Capital and Renewals, but only charges to Renewal Accounts are shown herein.

	Feb. 1, 1911 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
Closed accounts previously reported.....	\$ 6,482,585.83		\$ 6,482,585.83
3015 Str. trk. wk. and pvg. at various locations.....			
3096 Overhauling and painting wk. cars, wagons, etc., at South and West Shops.....	28,580.52	102.44	28,682.96
3272 Purchase and install. of office furniture and equip. at various locations.	11,943.04	12,592.85	24,535.89
3359 Str. and spl. trk. wk. and pvg. 12th St., Wabash Ave. to W. end of bridge acct. of 12th St. widening.....	3,616.34	1,728.32	5,344.66
3363 Elect. wk., Armitage Ave. carhouse.....	4,655.43	9,013.48	13,668.91
3382 Repla. of lower steel sash with brass sash on 550 Pullman cars, West Shops.....		6.87	6.87
3406 Purchase and install. of buzzer resistances, W. Shops.....	18,227.06	3,523.20	21,750.26
3408 Elect. wk., various locations.....	1,938.25	445.81	2,384.06
3425 Elect. wk., various locations.....	5,461.49	3,582.41	9,043.90
3455 Str. and spl. trk. wk., Washington St. Tunnel.....	386.46	213.41	599.87
3467 Spl. trk. wk., Dearborn and Lake Sts.....	7,040.32	10.56	7,050.88
3483 Spl. trk. wk., Lincoln and Montrose Aves.....	1,174.66	4,911.09	6,085.75
3484 Repla. of gears, pinions, etc., West Shop.....	8.05	2,211.11	2,219.16
3506 Str. trk. wk. and pvg., Division St. Bridge and approaches E. of Elston Ave.....	21,428.31	16,287.18	37,715.49
3597 Elect. wk., various locations.....	535.78	1,125.00	1,660.78
3512 Renw. of 1164 pinion end core castings, shafts, etc., West Shops.....	639.45	1,327.84	1,967.29
3517 Str. and spl. trk. wk. and pvg., Franklin St., Lake to Orleans Sts.....	26,391.54	63,384.47	89,776.01
3518 Str. and spl. trk. wk. and pvg., Orleans St., Austin Ave. to Kinzie St. (Lower Roadway).....	406.57	9,917.23	10,323.80
*Credits.....	2,041.89	25,337.56	27,379.45

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

	Feb. 1, 1911 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
Renw. of 2745 GE-216 Armature Shafts, West Shops.....	\$ 35,317.60	\$ 16,680.56	\$ 51,998.16
Renw. of 1656 WH-319 Armature Shafts, West Shops.....	34,768.24	29,959.00	64,727.24
Elect. wk., 12th St., W. S. of River to W. S. Wabash Ave.....	1,031.21	1,216.99	2,248.20
Spl. trk. wk., Fullerton Ave. and Racine Ave.....	43.14	1,723.81	1,766.95
Str. and spl. trk. wk. and pvg., Grand Ave., Austin to Harlem Aves.....	3,877.17	3,877.17	7,754.34
Spl. trk. wk., Center St., Lincoln Ave. to Sedgwick St.....	23.00	3,697.44	3,720.44
Spl. trk. wk., Cicero Ave. and Madison St.....	2,327.03	34.47	2,361.50
Str. trk. wk. and pvg., Belmont Ave., Robey St. to Sarak Ave.....	10,943.05	6.77	10,949.82
Spl. trk. wk., Dearborn and VanBuren Sts.....	1,762.47	402.92	2,165.39
Elect. wk., Chicago Ave., California to Kedzie Aves. and Crawford to Cicero Aves.....	1,191.30	10.88	1,180.42
Reconst. of trk., Clark St. Bridge and Approaches at Chicago River (S. half only).....	420.27	9.37	429.64
Spl. trk. wk., State and Washington Sts.....	3,042.02	712.22	3,754.24
Spl. trk. wk., Jefferson and Washington Sts.....	51.53	2,809.40	2,860.93
Spl. trk. wk., Madison St. Loop House.....	1,256.19	446.21	1,702.40
Renw. of W. end Boiler Room at the West Shops.....	14,429.42	2,256.51	16,685.93
Elect. wk., Milwaukee Ave., Desplaines St. to Ashland Ave.....	2,317.50	1,091.33	3,408.83
Elect. wk., Madison St., Clinton St. to Western Ave.....	1,484.47	414.30	1,898.77
Spl. trk. wk., Adams and Dearborn Sts.....	.....	2,855.10	2,855.10
Elect. wk., Washington St., Desplaines to State Sts.....	1,143.95	3,072.70	4,216.65
Spl. trk. wk. and pvg., Division St. Carhouse.....	218.19	9,388.68	9,606.87
Spl. trk. wk., Clybourn and Southport Aves.....	.....	4,189.34	4,189.34
Spl. trk. wk., Clark and Illinois Sts.....	95.36	9,523.24	9,618.60
Spl. trk. wk., 12th St. and Kedzie Ave.....	416.08	12,394.91	12,810.99
Renw. of Cheatham automatic elec. trk. switches, etc., various locations.....	.....	.....	.....
Spl. trk. wk., Milwaukee Ave., North & Robey St.....	4,388.89	4,201.86	8,590.75
Spl. trk. wk., 22nd St., Ashland and Blue Island Aves.....	.....	11,195.87	11,195.87
Spl. trk. wk., California and Chicago Aves.....	526.97	4,895.98	5,422.95
Spl. trk. wk., Desplaines and Washington Sts.....	.....	10,475.72	10,475.72
Spl. trk. wk., Elston and Milwaukee Aves.....	798.87	6,927.69	7,726.56
Spl. trk. wk., Colorado and Kedzie Aves.....	.....	2,347.83	2,347.83
Elect. wk., Western Ave., Milwaukee Ave. to N. B. Chicago River and Western Ave. Bridge.....	1,544.08	15.44	1,559.52
Renw. spans, Milwaukee Ave., Armitage Ave. to Gale St.....	73.75	1,058.49	1,132.24
Renw. spans, Kedzie Ave., Lake St. to Chicago Ave.....	.....	46.24	46.24

FINANCIAL EXHIBITS

3648	Spl. trk. wk., Chicago Ave. and Wells St.	.....	6,126.30
3649	Spl. trk. wk., Kinzie St. and State St.	204.15	9,188.67
3651	Renw. of storage batteries complete, various substations.	5,221.82	8,482.77
3656	Spl. trk. wk., Crawford Ave. and Irving Pk. Blvd.	2.46	1,853.00
3659	Spl. trk. wk., Dearborn and Harrison Sts.	.....	12,040.80
3660	Spl. trk. wk., Grand Ave. and Wells St.	16.70	4,468.80
3661	Spl. trk. wk. and pvg., Clybourn and Fullerton Aves.	.....	6,424.05
3664	Spl. trk. wk., Belmont Ave., Clybourn and Western Aves.	.....	3,766.86
3665	Spl. trk. wk., Taylor St. and Western Ave.	.....	3,480.91
3667	Spl. trk. wk., Clark St. and Southport Ave.	.....	37.70
3668	Spl. trk. wk., La Salle St. and Randolph St.	213.25	391.68
3669	Spl. trk. wk., Clark St. Loop N. of Devon Ave.	.....	3,959.36
3670	Elect. wk., subway, Blue Island Ave. and 16th St.	.....	539.08
3671	Spl. trk. wk., Van Buren St. West of Halsted St.	.....	1,921.68
3672	Spl. trk. wk., Kedzie Ave. N. of Jackson Blvd.	.....	1,921.68
3673	Spl. trk. wk., Van Buren St. E. of Kedzie Ave.	.....	1,921.68
3674	Spl. trk. wk., Van Buren St. and Western Ave.	.....	2,845.45
3675	Elect. wk., Kedzie Ave. Car Station (Rear)	.....	453.27
3676	Spl. trk. wk., Dearborn and Washington Sts.	.....	1,595.71
3677	Spl. trk. wk., Ashland Ave. N. of 22nd St.	.....	168.53
3678	Spl. trk. wk., Lake St. and Wabash Ave.	.....	395.10
3679	Elect. wk., Clybourn and Fullerton Aves.	.....	215.85
3680	Renw. of roofing, downspouts, etc., 2320-26 W. 13th St.	.....	12.47
3681	Elect. wk., Madison St. from State St. to Crawford Ave.	.....	12,375.97
3682	Elect. wk., Clinton St., Harrison to Adams Sts. and Washington St. to Milwaukee Ave.	.....	964.61
3683	Elect. wk., Armitage Ave. Car Station Loop.	.....	264.96
3684	Elect. wk., Devon Ave. Car Station (Front and Loop).	.....	608.52
3685	Elect. wk., Clybourn Ave., Division St. to Western Ave.	.....	5,423.34
3686	Elect. wk., Van Buren St. Tunnel.	.....	944.60
3687	Elect. wk., Chicago Ave., Clark St. to Lake Shore Drive.	.....	1,157.72
3688	Elect. wk., Colorado Ave., Crawford to California Aves.	.....	2,459.02
3689	Elect. wk., Dearborn St., Lake St. to Kinzie St. and Polk St. to Van Buren St.	.....	1,014.62
3690	Elect. wk., Irving Pk. Blvd., Broadway to Nashville Ave.	.....	11,219.69
3691	Elect. wk., Fullerton Ave., Milwaukee Ave. to Crawford Ave.	.....	2,493.96
3692	Elect. wk., California Ave., Roscoe St. to Belmont Ave.	.....	303.32
3693	Elect. wk., Montrose Ave., Broadway to Knox Ave.	5,454.83
3694	Elect. wk., Cortland St., Clybourn Ave. to Wood St.	1,403.62

*Credits.

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	Feb. 1, 1911 Jan. 31, 1910	Feb. 1, 1920 Jan. 31, 1921	Total
Elect. wk., Crosby St. to Division St.		\$ 165.64	165.64
3696 Elect. wk., La Salle St. Tunnel, Randolph to Illinois Sts.		2,009.65	2,009.65
3697 Elect. wk., Belmont Ave., Halsted St. to River		4,047.40	4,047.40
3698 Elect. wk., Robey St., Belmont Ave. to Roscoe St. and Robey St. to Western Ave.		1,377.76	1,377.76
3699 Elect. wk., Larrabee St., Chicago to Lincoln Aves.		3,153.05	3,153.05
3701 Elect. wk., Clark St., Center Line of River to Washington St.		312.01	312.01
3714 Purchase of new and addnl. jib cranes, chain hoists and jacks, various locations.		61.24	61.24
3715 Str. trk. wk. and pvg., Dearborn St. Viaduct S. of Kinzie St.		13,071.48	13,071.48
3716 Spl. trk. wk. and pvg., Randolph and Wells Sts.		3,849.07	3,849.07
3717 Str. and spl. trk. wk. and pvg., Illinois St., Orleans to Wells Sts.		17,982.58	17,982.58
3718 Elect. wk., Illinois St., Orleans to Wells Sts.		960.66	960.66
3719 Elect. wk., Randolph and Wells Sts.		25.48	25.48
3721 Renew. of steam heating plant, etc., at rear of 1127 N. Clark St. S. of Elm St.		17,291.83	17,291.83
3722 Spl. trk. wk. and pvg., Lincoln-Sheffield-Wrightwood Aves.		2,801.96	2,801.96
3723 Elect. wk., Lincoln-Sheffield-Wrightwood Aves.		211.84	211.84
5028 Depreciation of power plant machinery and equipt.	\$ 2,561,651.00	351,456.00	2,913,107.00
5032 Repla. of steel by wood panels, 575 cars, at West Shops.	37,713.48	7.32	37,720.80
5046 Depreciation on Joint Substations.	84,992.94	20,489.07	105,392.01
5060 Renew. of steel with beadless brass sash on 325 1910 Pullman Cars.	61,710.28	281.46	61,991.74
5108 Elect. wk. at various locations.	895.15	19.27	875.88
5131 Spl. trk. wk., Clinton and Van Buren Sts.		67.89	67.89
5203 Spl. trk. wk., State and Washington Sts.	2,366.74	18.20	2,288.54
5258 Purchase and install. of one addnl. fuse box at West Shop.	15.75	2,509.63	2,525.38
5286 Str. trk. wk., 18th St. Viaduct over C. & W. I. R. R. E. of Chicago River.		26.24	26.24
5291 Str. and spl. trk. wk., Harrison St. E. of Franklin St. to Clinton St.		10,110.15	34,319.63
5292 Str. trk. wk., Franklin St. N. of Harrison St.	24,209.48	7.16	24,216.64
5293 Str. and spl. trk. wk., Polk St., W. end of Bridge to Canal St.	651.03	7.02	658.05
5294 Str. and spl. trk. wk., Taylor St., W. end of Bridge to Clinton St.	39,132.50	27,918.19	67,050.69
5295 Str. trk. wk., Canal St. S. of 12th St. to Harrison St.	243.55	22,589.80	22,833.35
5296 Str. and spl. trk. wk., Van Buren St., W. end of Bridge to Clinton St.	330.81	72.87	403.68
5297 Str. and spl. trk. wk., Adams St. E. of Bridge to Clinton St.	85.71	70.51	156.22
5298 Str. and spl. trk. wk., Clinton St., Adams to Monroe Sts.	13.28	13.02	26.30

FINANCIAL EXHIBITS

5300	Str. and spl. trk. wk., Randolph St. W. of Bridge to E. Portal of C. & N. W. Sub	134.05	*	16,478.70	16,612.75
5302	Str. and spl. trk. wk., 12th St. W. end of Bridge to 120 ft. W. of Canal St.	340.61	*	311.71	658.32
5303	Taking care of elect. equipt. during const. of the new Union Station...	8,043.66		6,613.72	14,657.38
5309	Elect. wk., Dearborn St., Kinzie St. to Monroe St. and Adams St. to Polk St.		*		
5334	Spl. trk. wk., Fifth Ave. and Adams St.	7,741.32		1.86	7,739.46
5336	Repla. of present suspension bars on 590 Brill 27-GE-1 trucks, etc.	26,501.45		13.82	26,575.27
5347	Elect. wk. at various locations a/c Union Station Co.	14,430.56		1,405.29	15,935.85
5349	Str. trk. wk., Blue Island Ave., Harrison St. to Western Ave.	1,544.36		71.99	1,616.35
5366	Str. trk. wk., Clark St., Dewey Pl. to Division St.	38,542.44		7,610.40	46,152.84
5370	Install. of power plant equipt. at Van Buren & Jefferson Sts. S. S. #1.	71,731.04		124.77	71,855.81
5374	Str. trk. wk., Ashland Ave., Cortland St. to Grand Ave.	115,974.48		241.16	116,040.97
5378	Purchase of one Lo-Swing Lathe—West Shop.	2,221.19		66.49	2,322.18
5381	Str. trk. wk., Madison St., Clinton St. to Springfield Ave.	124,761.46		100.99	124,768.52
5383	Purchase of one-ton Ford chassis, etc., South Shops.	2,975.98		184,768.52	309,529.98
5385	Elect. wk., Milwaukee Ave., Armitage Ave. to Foster Ave.	8,259.64		11.15	2,987.13
5386	Str. trk. wk., Milwaukee Ave., Ashland Ave. to Desplaines St.	97,818.29		12.60	8,272.24
5389	Renw. of piers under 35 pit columns at Cicero & North Aves. Carhouse Bay #5	2,294.39		166,944.39	264,766.68
5391	Renw. of sidewalk and driveway, Illinois St. near La Salle St.			8.75	2,393.14
5392	Str. trk. wk., Halsted St., Milwaukee Ave. to Chicago Ave.	13,464.86		105.64	105.64
5396	Spl. trk. wk., Taylor and Wells Sts.	820.54	*	44.89	13,509.75
5397	Elect. wk., Lincoln Ave., Sheffield Ave. to Irving Park Blvd.	3,324.93		723.03	97.51
5399	Renw. engines in Garford Truck and Peerless Trucks at Grand and Leavitt St.			107.75	3,432.68
5401	Spl. trk. wk., North Ave. and Robey St.	1,157.55		3,548.71	4,706.26
5403	Renw. of heating system and elect. elevator at 2317-39 Ogden Ave.	851.04		124.25	975.29
5404	Str. trk. wk., State St., Division St. to Kinzie St.	10,120.20		1,610.94	11,731.14
5407	Renw. of sash locks on 215 cars at the West Shop.	35,386.07		10,713.33	46,099.40
5408	Renw. of galv. iron water pipes in carpenter shop, etc., at 3900-3932 West End Ave.			2,126.87	2,126.87
5409	Elect. wk., Grand Ave. Bridge.			380.79	380.79
5410	Str. trk. wk., Van Buren St. Tunnel.			460.03	460.03
5411	Str. trk. wk. and pvg., Halsted St. Viaduct S. of Kinzie St.			2,366.94	2,366.94
5412	Elect. wk., Milwaukee Ave., Lake St. to Chicago Ave.			19,610.43	19,610.43
5413	Elect. wk., 12th St., Wabash Ave. to Austin Ave.			2,428.89	2,428.89
5414	Elect. wk., Clark St., Halsted St. to Devon Ave., Wells St. to Center Line of River.			12,397.83	12,397.83
				16,147.57	16,147.57

*Credits.

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	Feb. 1, 1911 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
5415	Renw. of portion of bldg. destroyed by fire at 2011-13 Larabee St.		
5416	Renw. of power plant equipment, Milwaukee Ave. and Cleaver Street, Substation No. 1.	\$ 4,166.80	\$ 4,166.80
5417	Renw. and install. of necessary equipment to conform with revised fire prevention ordinance at various locations.	2,691.49	2,691.49
5418	Elect. wk., Lake St., State St. to Wabash Ave.	5,925.47	5,925.47
5419	Renw. of spans at Noble St. car station (rear).	1,178.62	1,178.62
5420	Elect. wk., Wells St., Lake St. to Van Buren St., and Kinzie St. to Austin Ave.	1,865.01	1,865.01
5421	Str. and spl. trk. wk., Division St. and Hickory Ave. Yard.	10,092.93	10,092.93
5422	Elect. wk., Cicero Ave. N. of Grand Ave. (C.M. & St. P. Sub.)	3,711.65	3,711.65
5423	Elect. wk., various bridges	679.00	679.00
5424	Elect. wk., various locations	6,233.89	6,233.89
5425	Elect. wk., Van Buren St. from Clark St. to Market St.	6,273.87	6,273.87
5426	Renw. of roofing, downspouts, etc., 1967-69 Clybourn Ave.	338.99	338.99
5427	Renw. of roofing, 2349-33 W. Harrison St.	913.71	913.71
5428	Elect. wk., Van Buren St., State to Clark Sts.	1,062.95	1,062.95
5429	Str. and spl. trk. wk., Clybourn Ave. car station.	9.18	9.18
5430	Renw. of roofing, Clybourn and Ashland Ave. car house, 2301-27 Cly- bourn Ave.	2,561.85	2,561.85
5431	Renw. of spans, Crawford Ave., Madison St. to 12th St.	4,030.03	4,030.03
5432	Str. trk. wk., Kedzie Ave., 22nd to Madison Sts.	1,002.15	1,002.15
5433	Elect. wk., various locations	759.95	759.95
5434	Elect. wk., Division St. and Hickory St. Yards	112.62	112.62
5435	Elect. wk., Lake St. and Paulina St.	140.57	140.57
5436	Elect. wk. at Western Ave. and Kinzie St. (C.M. & St. P. Sub.)	1,421.61	1,421.61
5437	Renw. of spans on Laramie Ave., Madison St. to Lake St.	426.88	426.88
5438	Str. trk. wk., Clark St., Halsted St. to Ridge Ave.	415.70	415.70
5439	Rem., rebuild. and reinstall. one elect. centrifugal pump at Harrison and Rockwell Sts. (P. C. C. & St. L. Sub.)	71,400.52	71,400.52
5440	Renw. of roofing, carpenter shop, paint shop and additions, 3900-32 West End Ave.	57.31	57.31
5441	Elect. wk., Clybourn Ave. car station at Ashland Ave.	5,588.46	5,588.46
5442	Spl. trk. wk., Illinois St. and La Salle St.	270.46	270.46
5443	Reconst. E. 30 feet of S. wall of Washington St. Tunnel (E. end)	2,264.55	2,264.55
5444	Spl. trk. wk., Lawrence Ave. and C. M. & St. P. Ry. at Lamon Ave.	1,440.77	1,440.77
5445	Spl. trk. wk., Madison and Robey Sts.	991.27	991.27
		5,466.95	5,466.95

FINANCIAL EXHIBITS

5446	Spl. trk. wk., Grand Ave. at storeroom E. of Leavitt St.	3,039.84	3,039.84
5447	Spl. trk. wk., Fullerton Ave., Halsted St. and Lincoln Ave.	3,899.42	3,899.42
5448	Spl. trk. wk., Clark St. and Halsted St.	2,800.44	2,800.44
5449	Spl. trk. wk., Broadway and Halsted St.	5,081.05	5,081.05
5450	Renw. of spans, Kinzie St., State St. to Wells St.	858.52	858.52
5451	Spl. trk. wk., Adams and Clark Sts.	1,535.10	1,535.10
5452	Renw. of light wiring, La Salle St. Tunnel.	1,009.23	1,009.23
5453	Renw. of power plant equipment at various locations.	2,561.11	2,561.11
5454	Renw. of skylights, Division and Western Ave. car house.	3,010.40	3,010.40
5455	Spl. trk. wk., Halsted and Taylor Sts.	5,130.83	5,130.83
5456	Elect. wk., Crawford and Belden Aves. Sub.	1,258.45	1,258.45
5459	Elect. wk., Grand Ave. and Cicero Ave. Yard.	965.42	965.42
5460	Spl. trk. wk., Clark and Division Sts.	20,974.46	20,974.46
5461	Str. and spl. trk. wk. and pvg., Grand Ave., Austin Ave. to Harlem Ave.	15,972.93	15,972.93
5463	Spl. trk. wk., Dearborn St. and Randolph St.	572.55	572.55
5464	Spl. trk. wk., Colorado Ave. and Madison St.	6,201.14	6,201.14
5465	Spl. trk. wk., Canalport Ave. and Halsted St.	7,150.92	7,150.92
5466	Spl. trk. wk., Clinton St. and Van Buren St.	6,414.93	6,414.93
5467	Spl. trk. wk., Clinton St. and Harrison St.	17,556.41	17,556.41
5468	Spl. trk. wk., California Ave. and North Ave.	4.13	4.13
5469	Spl. trk. wk., California Ave. and Fullerton Ave.	4,581.03	4,581.03
5471	Spl. trk. wk., Cicero Ave. and North Ave.	1,372.14	1,372.14
5472	Renw. of power plant equipt. at various substations.	2,176.44	2,176.44
5473	Elect. wk., Western Ave. and 26th St.	1,100.65	1,100.65
5474	Renw. of roofing, Van Buren and Jefferson Sts. Substation bldg.	2,444.25	2,444.25
5475	Renw. of roofing, Substation bldg., 1085-87 Milwaukee Ave.	1,370.12	1,370.12
5477	Spl. trk. wk., Randolph St. and State St.	3,604.45	3,604.45
5478	Spl. trk. wk. at "Noble" car house (Cortland St. and Hermitage Ave.)	9,885.41	9,885.41
5479	Str. trk. wk., Wells St., Division St. to Kinzie St.	40,479.70	40,479.70
5480	Str. trk. wk., Irving Park Blvd., Austin to Neenah Aves.	38,325.25	38,325.25
5481	Renw. of roofing, No. 600 W. Washington St., boiler house in rear of law bldg.	557.59	557.59
5482	Install. of one new combination tower hose bridge and wreck wagon auto. at 13th St. and Ogden Ave.	6,357.35	6,357.35
5483	Renw. of flues in boiler at La Salle Tunnel Pumping Sta.	195.68	195.68
5484	Elect. wk., Kedzie Ave. from Madison to Harrison Sts.	1,327.17	1,327.17
5485	Repla. of various horse drawn vehicles at 99th and Wallace Sts.	11,903.16	11,903.16
5486	Spl. trk. wk., Washington and Wells Sts.	2,017.75	2,017.75

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	Feb. 1, 1911 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
5487 Spl. trk. wk., Robey and Van Buren Sts.....	4,500.20	\$ 4,500.20	4,500.20
5490 Spl. trk. wk., Lincoln Ave. and Southport.....	7,966.21	7,966.21	7,966.21
5491 Spl. trk. wk., Irving Park Blvd., Lincoln Ave. and Robey St.	11,442.36	11,442.36	11,442.36
5492 Spl. trk. wk., Crawford Ave. and Roosevelt Road.....	16,904.61	16,904.61	16,904.61
5493 Spl. trk. wk., Clinton St. and Van Buren St.....	8,107.24	8,107.24	8,107.24
5495 Spl. trk. wk., Fulton St. and Western Ave.....	5,088.10	5,088.10	5,088.10
5496 Spl. trk. wk., Franklin St. and Van Buren St.....	21,427.14	21,427.14	21,427.14
5499 Spl. trk. wk., Division St. and Sedgwick St.....	73.34	73.34	73.34
5500 Spl. trk. wk., Desplaines St. and Madison St.....	117.42	117.42	117.42
5501 Spl. trk. wk., Desplaines and Randolph Sts.....	21,987.06	21,987.06	21,987.06
5502 Spl. trk. wk., Desplaines St. and Harrison St.....	10,170.38	10,170.38	10,170.38
5503 Spl. trk. wk., Clybourn Ave. S. of Belmont Ave.....	3,288.56	3,288.56	3,288.56
5504 Spl. trk. wk., Clark St. N. of North Ave.....	6,019.48	6,019.48	6,019.48
5505 Spl. trk. wk., Wells St. N. of Adams St.....	2,953.74	2,953.74	2,953.74
5506 Str. trk. wk., Taylor St., Clinton St. to Western Ave.....	27,174.18	27,174.18	27,174.18
5507 Renw. of roof power house bldg., 1089-1099 Milwaukee Ave.....	2,450.59	2,450.59	2,450.59
5508 Spl. trk. wk., Division St. and Oakley Blvd.....	1,475.46	1,475.46	1,475.46
5509 Spl. trk. wk., Franklin St. and Van Buren St. tunnel.....	4,125.06	4,125.06	4,125.06
5511 St. and spl. trk. wk., Dearborn St. and Monroe St.....	12,674.57	12,674.57	12,674.57
5512 Renw. of roofing, 813-21 O'Neil St.....	2,244.12	2,244.12	2,244.12
5513 Renw. of spans, Ashland Ave. and Paulina St. from Cortland St. to 22nd St.....	3,228.82	3,228.82	3,228.82
5514 St. and spl. trk. wk., 18th St Viaduct, Lumber St. to River Bridge.....	3,008.14	3,008.14	3,008.14
5515 Spl. trk. wk., Adams and Franklin Sts.....	21,905.98	21,905.98	21,905.98
5516 Renw. of pvg. in alley on W. side of armature and boiler rooms, 3915-3929 West End Ave., W. Shops.....	3,440.61	3,440.61	3,440.61
5517 St. trk. wk. bet. West End Ave. and Washington Blvd. at West Shops.....	940.82	940.82	940.82
5518 Spl. trk. wk., Halsted St. S. of Division St.....	4,416.63	4,416.63	4,416.63
5519 Spl. trk. wk., Ashland Ave. and Chicago Ave.....	7,123.78	7,123.78	7,123.78
5520 Spl. trk. wk., Clark St. N. of Lake St.....	1,602.19	1,602.19	1,602.19
5521 Renw. of roofing, 9454-9464 N. Clark St., Devon Ave.....	887.61	887.61	887.61
5522 Renw. of roofing, 2401-2449 Park Ave.....	4,826.37	4,826.37	4,826.37
5523 Elect. wk., Sedgwick St. Sub-station (C. E. Co.).....	368.56	368.56	368.56
5524 Renw. of roofing, 2520-2528 Blue Island Ave. car house.....	2,316.93	2,316.93	2,316.93
5525 Renw. of roofing, 2400-2442 Washington Blvd. car house.....	5,285.55	5,285.55	5,285.55
5526 Elect. wk., State St. Bridge.....	784.61	784.61	784.61
5527 Spl. trk. wk., Ashland Ave. and Division St.....	6,521.38	6,521.38	6,521.38

FINANCIAL EXHIBITS

5528	Str. trk. wk., Milwaukee Ave., Armitage Ave. to S. of Grace St.	39,930.52	39,930.52
5530	Spl. trk. wk., 21st St. and Halsted St.	5,728.65	5,728.65
5531	Spl. trk. wk., Center St. and Clark St.	11,307.18	11,307.18
5532	Spl. trk. wk., Kinzie St. and Wells St.	10,912.00	10,912.00
5533	Spl. trk. wk., Clark St. and Southport Ave.	3,587.85	3,587.85
5534	Spl. trk. wk., 18th St. and Halsted St. (West)	5,662.52	5,662.52
5535	Spl. trk. wk., 18th St. and Halsted St. (East)	7,681.14	7,681.14
5536	Spl. trk. wk., Chicago Ave. and C.M. & St. P. R. W. of Larrabee St.	4,305.56	4,305.56
5537	Spl. trk. wk., Grand Ave. and Racine Ave.	2,259.50	2,259.50
5538	Spl. trk. wk., 26th St., Blue Island Ave. and Western Ave.	22,248.12	22,248.12
5539	Spl. trk. wk., 21st and Western Ave.	10,726.30	10,726.30
5540	Spl. trk. wk., Division St. and Western Ave.	2,958.20	2,958.20
5541	Spl. trk. wk., Division St. and Sedgwick St.	696.29	696.29
5542	Expansion of Office, Carpenter Shops, 3916-18 West End Ave.	970.49	970.49
5543	Spl. trk. wk., Clark St. and Harrison St.	276.97	276.97
5544	Spl. trk. wk., Desplaines and Van Buren Sts.	9,875.00	9,875.00
5545	Spl. trk. wk., 21st St. and Blue Island Ave.	3,778.36	3,778.36
5546	Spl. trk. wk., 18th St. and Blue Island Ave.	14,247.51	14,247.51
5548	Renw. of gutters and downspouts, Armitage Ave. car house.	408.13	408.13
5550	Renw. of roofing and gutters, boiler room, Clark and Elm Sts.	2,846.85	2,846.85
5551	Renw. of transfer table curb walls, Armitage and Campbell Aves. car house.	56.45	56.45
5552	Expansion of storekeeper's and timekeeper's office, West Shops Plant.	783.40	783.40
5556	Rewinding 3,000 K. W. Westinghouse transformers, Lill Ave. S. S.	273.48	273.48
5557	No. 3.....	11,727.08	11,727.08
5558	Expansion of employment offices and medical examiner's rooms, 1165 N. Clark St.	868.55	868.55
5559	Spl. trk. wk., Ashland Ave. and Cortland St.	10,123.15	10,123.15
5561	Install. of all necessary preliminary plans for opening and widening streets, due to proposed street improvements at various locations.	4,289.43	4,289.43
5565	Spl. trk. wk. and pvg., Grand Ave. and C. M. & St. P. R. R. at Kingsbury St.	510.18	510.18
5567	Spl. trk. wk., 16th St. and Kedzie Ave.	3,866.23	3,866.23
	Horses.....	945.00	945.00
		\$10,142,792.87	\$ 2,139,633.51
			\$12,282,426.38

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT O—SCHEDULE No. 3.

CHICAGO RAILWAYS COMPANY.

CERTIFICATES FOR EQUIPMENT.

FOR PERIOD NOVEMBER 1, 1920, TO JANUARY 31, 1921.

Certifi- cate No.	For Period	Amount
1	November, 1920.....	\$ 62,266.07
2	December, 1920.....	13,011.23
3	January, 1921.....	29,171.89
		<hr/>
		\$104,449.19

FINANCIAL EXHIBITS

EXHIBIT O—SCHEDULE No. 4.

CHICAGO RAILWAYS COMPANY.

EXPENDITURES FOR ADDITIONAL EQUIPMENT— NEW PASSENGER CARS.

FROM NOVEMBER 1, 1920, TO JANUARY 31, 1921.

26000	Construction of 31 double end trail cars at West Shops..	\$ 59,382.02
26001	Purchase of 6 standard double end single truck safety cars.....	45,067.17
		<u>\$104,449.19</u>

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT P.

CERTIFICATES ISSUED BY BOARD OF SUPERVISING ENGINEERS COVERING CONSTRUCTION AND RE- HABILITATION EXPENDITURES MADE BY CHICAGO RAILWAYS COMPANY.

FEBRUARY 1, 1920, TO JANUARY 31, 1921.

Certifi- cate No.	Date	Amount
287	March 1, 1920.....	\$ 11.50
289	April 1, 1920.....	1,150.00
290	April 13, 1920.....	139,974.54
291	May 1, 1920.....	115.00
292	May 13, 1920.....	73,446.80
293	June 1, 1920.....	11.50
294	June 24, 1920.....	126,087.97
295	July 1, 1920.....	57,500.00
296	July 14, 1920.....	65,989.34
297	August 1, 1920.....	28,750.00
298	August 13, 1920.....	64,915.20
299	September 1, 1920.....	11,500.00
300	September 15, 1920.....	133,205.57
301	October 1, 1920.....	115.00
302	October 8, 1920.....	45,451.85
303	November 1, 1920.....	1,150.00
304	November 12, 1920.....	76,308.20
305	December 1, 1920.....	115.00
306	December 30, 1920.....	79,151.99
307	January 1, 1921.....	11,500.00
308	January 13, 1921.....	46,844.01
309	February 1, 1921.....	115.00
310	February 15, 1921.....	103,504.04
312	March 14, 1921.....	19,871.50
		\$ 1,086,784.01
Reported previous to February 1, 1920.....		62,041,852.13
		\$63,128,636.14

EXHIBIT P—SCHEDULE No. 1.
CHICAGO RAILWAYS COMPANY.

ADDITIONS TO CAPITAL ACCOUNT—COSTS AND LOCATIONS

JULY 1, 1906 TO JANUARY 31, 1921.

Many of the following are split accounts, i. e., carrying charges to both capital and renewals, but only charges to capital account are shown herein.

	July 1, 1906 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
Closed accounts previously reported.....	\$51,373,435.58	\$	\$51,373,435.58
2004 Const. new and addnl. patterns.....	8,550.48	442.56	8,993.04
2055 Elect. wk., 18th St., Clark St. to Viaduct.....	241.77	16.89	258.66
2069 Spl. assessments, City of Chicago.....	69,896.01	218.00	70,114.01
2071 Pvg. outside right-of-way acct. trk. wk. only.....	224,349.65	2,572.56	226,922.21
2082 Purchase and install. of new shop tools and equipt. West Shops.....	12,487.36	6,535.77	19,023.13
2090 Engineering and Potential Surveys.....	48,578.88	12,969.50	61,548.38
2141 Install. of new and addnl. automatic elect. trk. switches, various loca- tions.....	3,882.60	1,132.48	5,015.08
2144 Spl. trk. wk., various locations.....	11,235.05	9,214.16	20,449.21
2156 Purchase and install. of new and addnl. office equipt.....	5,882.82	3,697.17	9,579.99
2191 Purchase of elect. testing instruments for No. 1020 Borland Bldg.....	679.74	531.66	1,211.40
2198 New and addnl. car destination and route signs at West Shops.....	6,804.91	1,934.64	8,739.55
2200 Str. trk. wk., 5th Ave. approach to 12th St. Viaduct.....	238.34	40.36	278.70
2201 Str. and spl. trk. wk., various locations.....	210,998.65	*25.60	210,973.05
2202 Spl. trk. wk., 12th and Clark Sts. on account of 12th St. widening.....	381.97	11.47	393.44
2209 Elect. wk., 12th St. 120 ft. W. of Canal St. to Ashland Ave.....	17,135.93	4.90	17,140.83
2213 Purchase of eight pairs of wheels, axles, etc., to be used as extra equipt. on various cars, West Shops.....	3,088.76	810.47	3,899.23
2221 Elect. wk., Canal St., Harrison to Kinzie Sts.....	1,599.84	408.53	1,918.37
2222 Elect. wk. in Fullerton Ave., Cicero to Central Aves.....	8,431.44	13.88	8,445.32
2234 Manufacture and install. of air rectifiers on various cars, West Shops.....	6,406.80	662.06	7,068.86
2236 Install. of new and addnl. Braces, etc., on 2,000 Pullman Baldwin No. 150 Trucks, W. Shops.....	35,257.89	16,800.68	52,058.57

*Credits.

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

	July 1, 1926 to Jan. 31, 1926	Feb. 1, 1926 to Jan. 31, 1926	Total
2247 Equipmt. of ten double truck sprinklers with wings, etc., West Shops...	\$ 7,468.72	\$ 7,130.02	\$ 14,598.74
2255 Elect. wk., Irving Park Blvd., Robey St. to Crawford Ave.....	4,847.69	5.37	4,853.06
2263 Purchase of 20 GE-242 Armatures, including Pinion End Frame heads, etc., West and South Shops.....	3,747.34	428.55	4,175.89
2264 Str. and spl. trk. wk. and pvg., Orleans St., Franklin St. to Austin Ave.	126.82	14,647.46	14,774.28
2271 Install. of new and addnl. insulation on high tension compartments, various locations.....	1,117.24	*466.98	650.26
2275 Elect. wk., Irving Pk. Blvd., Crawford to Austin Aves.....	5,595.67	*7.05	5,498.62
2276 Reconst. of trk. and pvg. on account of Augusta St. sewer system.....	8,476.32	3,111.54	11,587.86
2280 Install. of two new and addnl. combination tower, hose bridge and wreck wagon trucks at various locations.....	12,081.34	6.52	12,087.86
2285 Purchase of 50 new and addnl. R-7 registers, West Shops.....	.....	1,829.36	1,829.36
2287 Purchase of one Paige Coupe, including extra tire and accessories at West Shops.....	.....	3,255.81	3,255.81
2289 Elect. wk., Ashland Ave. and Paulina St. from Cortland St. to 22nd St.	.....	6,957.27	6,957.27
2290 Str. and spl. trk. wk. and pvg., Lincoln Ave. N. of Berwyn Ave.....	.....	3,393.18	3,393.18
2291 Elect. wk., Lincoln Ave. N. of Berwyn Ave.....	.....	1,624.83	1,624.83
2292 Elect. wk., Halsted St., O'Neil St. to Chicago Ave.....	.....	48.77	48.77
2293 Elect. wk., Roosevelt Rd., Kedzie Ave. to Ashland Ave.....	.....	36.35	36.35
2294 New and addnl. offices for receivers at Kedzie Ave., and Van Buren St. Car house.....	.....	983.29	983.29
2297 Purchase of automobile truck chassis, various locations.....	.....	20,863.13	20,863.13
2298 Elect. wk., Blue Island Substation No. 4.....	.....	2,850.13	2,850.13
2299 Elect. wk., various locations.....	.....	2,566.57	2,566.57
2300 Purchase of new and addnl. printometers and shunts at Lill Ave. Sub- station No. 3.....	.....	588.63	588.63
2302 Purchase of four snow sweepers at the West Shops.....	.....	14,263.29	14,263.29
2304 Install. of new and addnl. Liquid Soap Outfits, various car houses.....	.....	174.22	174.22
3015 Str. trk. wk. and pvg., various locations.....	41,977.15	304.53	42,281.68
3096 Overhauling and painting wk. cars, wagons and automobiles at South and West Shops.....	32,073.27	8,062.69	40,135.96
3150 Temporary trk. and tools.....	20,067.93	11,944.79	32,012.72
3272 Purchase and install. of office furniture and equipt., various locations..	1,894.95	627.70	2,522.65
3274 Str. and spl. trk. wk. and pvg., Monroe St., Clinton St. to La Salle St.	128,815.02	5,286.07	134,101.09
3283 Purchase and install. of addnl. heaters and thermostats for various cars, West Shops.....	141,983.16	533.78	142,516.94
3309 Repla. of air tank and mud guards on 600 Pullman cars, West Shops..	2,625.44	4,072.99	6,698.43

FINANCIAL EXHIBITS

3339	Str. and spl. trk. wk. and pvg., Schreiber Ave. from Clark St. to Ravenswood Ave.	39,686.88	14	39,687.02
3352	Purchase of three differential dump car bodies, etc., at the West Shops.	22,785.47	*171.56	22,613.91
3355	Elect. wk., Elston Ave. car station.	4,512.74	47.10	4,559.84
3359	Str. and spl. trk. wk. and pvg., 12th St., Wabash Ave. to W. end of bridge, account of 12th St. widening.	1,352.85	2,850.60	4,203.45
3378	Spl. trk. wk. and pvg., Canal and Taylor Sts.	4,529.09	1,942.83	6,471.92
3403	Spl. trk. wk., Clark and Wells Sts.	3,704.30	*12.14	3,692.16
3408	Elect. wk., various locations.	8,995.86	5,645.15	14,641.01
3410	Spl. trk. wk., Dearborn and Harrison Sts.	498.17	*12.14	486.03
3411	Elect. wk., Cicero Ave., Madison St. to Irving Park Blvd.	7,119.42	1.14	7,120.42
3413	Elect. wk., Wells St., Kinzie St. to River.	6,839.68	7.86	6,847.54
3424	Spl. trk. wk., Clark and Randolph Sts.	4,586.82	* 5.71	4,575.11
3425	Elect. wk., Clark and Randolph Sts.	321.00	512.38	833.38
3432	Renw. of spans, Grand Ave. N. to Armitage Ave.	619.59	5.24	624.83
3433	Elect. wk., Clark St., Halsted St. to Devon Ave. and Diversey Blvd. to Center St.	2,045.57	67.27	2,112.84
3435	Renw. of spans, North Ave., Clark St. to Grand Ave.	2,585.03	18.94	2,603.97
3436	Renw. of spans, Clybourn Ave., Division St. to Belmont Ave.	1,754.86	11.25	1,766.11
3453	Elect. wk., Monroe St., Clinton to La Salle Sts.	17,522.80	201.28	17,724.08
3454	Elect. wk., Madison St., State St. to Kedzie Ave., Cicero Ave. to Austin Ave.	7,408.30	8.37	7,416.67
3460	Const. of one car body to replace car No. 1360, W. Shops.	11,805.59	*1,084.27	10,721.32
3462	Elect. wk., Ashland Ave. and Paulina St., Cortland to 22nd Sts.	5,498.12	7.96	5,506.08
3465	Spl. trk. wk., Randolph and Wells Sts.	9,235.71	20.57	9,256.28
3506	Spl. trk. wk., Van Buren and Wells Sts.	11,389.59	28.01	11,417.60
3467	Spl. trk. wk., Dearborn and Lake Sts.	9,465.69	13	9,458.49
3468	Spl. trk. wk., Adams and Halsted Sts.	6,279.87	* 7.53	9,465.82
3469	Spl. trk. wk., 18th St. and Ashland Ave.	1,206.34	606.65	6,272.34
3476	Spl. trk. wk., Dearborn and Randolph Sts.	5,079.91	66.50	1,812.99
3479	Spl. trk. wk., Grand Ave. and Western Ave.	8,301.78	.99	5,146.41
3482	Spl. trk. wk., Harrison St. and Ogden Ave.	.....	4,284.66	8,302.77
3483	Spl. trk. wk., Lincoln and Montrose Aves.	.....	*41.17	4,284.66
3485	Elect. wk., Milwaukee Ave., Lake St. to Armitage Ave.	1,755.37	* 9.49	1,714.20
3493	Elect. wk., Adams St., Clark St. to Racine Ave.	3,421.95	8.08	3,412.46
3496	Elect. wk., Halsted St., O'Neil St. to Broadway.	7,642.26	*18.67	7,659.34
3499	Elect. wk., Harrison St., State St. to Halsted St.	4,424.58	12.05	4,405.91
3501	Spl. trk. wk., Ashland Ave. and Lake St.	3,021.53	15,159.59	3,033.58
3506	Str. trk. and pvg., Division St. Bridge and approaches E. of Elston Ave.	87.14		15,246.73

*Credits.

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		July 1, 1906 to Jan. 31, 1906	Feb. 1, 1906 to Jan. 31, 1906	Total
3507	Elect. wk., Kinzie St., Wells St. to Canal St., Orleans and Franklin Sts., Austin Ave. to Lake St.	\$ 3,058.81	\$ 18,434.02	\$ 21,492.83
3512	Renw. of 1164 pinion end core castings, shafts, etc., West Shops.		18,281.81	18,281.81
3513	Spl. trk. wk., Franklin St. and Washington St.	14,232.05	20.03	14,252.08
3514	Spl. trk. wk., various locations	9,358.30	63.06	9,421.36
3517	Str. and spl. trk. wk. and pvg., Franklin St., Lake to Orleans Sts.	4,512.94	39,783.25	44,296.19
3518	Str. and spl. trk. wk. and pvg., Orleans St., Austin Ave. to Kinzie St.		2,621.03	2,621.03
3524	Install. of Lost Article Case, Wire Cage, etc., Ogden Ave. and 22nd St. carhouse.	1,201.04	6.29	1,194.75
3529	Elect. wk. in conn. with the widening of Michigan Ave. at Grand Ave. and at Chicago Ave.	6,027.47	1,199.03	7,226.50
3536	Spl. trk. wk., Clybourn and North Aves.	1,635.62	6.35	1,641.97
3537	Elect. wk., 12th St. viaduct, 12th St., W. S. River to W. S. Wabash Ave. account new bridge and viaduct.	1,476.76	5,708.46	7,185.22
3538	Spl. trk. wk., Wabash Ave. and Washington St.	394.23	6.30	399.53
3540	Spl. trk. wk., Fullerton Ave. and Racine Ave.		1,597.69	1,597.69
3544	Reconst. of trk. and pvg. at Van Buren St. Bridge.	3,599.67	7.10	3,606.77
3545	Spl. trk. wk., Clark St. and Dole Ave.	4,525.60	475.97	5,001.57
3546	Spl. trk. wk. and pvg., Southport Ave. at C. M. & St. P. R. R. (Kingsbury St.)	1,633.82	11.00	1,644.82
3548	Str. and spl. trk. wk. and pvg., Grand Ave., Austin to Harlem Aves.	653.51	653.51	1,307.02
3549	Reconst. of trk. and pvg., Clinton St., 12th to Harrison Sts.	1,719.58	13.75	1,733.33
3552	Spl. trk. wk., Center St., Lincoln Ave. to Sedgwick St.		3,564.31	3,564.31
3553	Spl. trk. wk., Harrison and Robey Sts.	2,559.72	45.35	2,605.07
3556	Spl. trk. wk. and pvg., Cicero Ave. and Madison St.	1,610.96	34.46	1,645.42
3559	Elect. wk., various locations.	897.63	19.17	916.80
3561	Spl. trk. wk., Clark and Randolph Sts.		130.91	130.91
3562	Spl. trk. wk., Dearborn and Van Buren Sts.	9,442.81	2,175.32	11,618.13
3563	Elect. wk., Chicago Ave., California to Kedzie Aves., and Crawford to Cicero Aves.	1,627.02	.87	1,627.89
3564	Renw. of Spans, Crawford Ave., Madison St. to Grand Ave.	620.47	19.53	640.00
3565	Str. and spl. trk. wk. and pvg., Elston Ave. Car Station at Addison St.	3,410.66	10.99	3,421.65
3566	Elect. wk., Clark St., Howard St. to Devon Ave.	2,501.04	26.28	2,527.32
3567	Renw. of Spans, Larrabee St., Lincoln Ave. to Chicago Ave.	888.62	40.55	929.17
3568	Elect. wk., 18th St., Leavitt St. to State St., Leavitt St., 18th St. to Blue Island Ave.	2,519.26	10.80	2,530.06

FINANCIAL EXHIBITS

3572	Elect. wk., Fullerton Ave. from Halsted St. to Milwaukee Ave.	796.21	44.78	751.43
3573	Reconst. of trk., Clark St. Bridge and Approaches at Chicago River (S. Half Only)	513.26	9.30	522.56
3581	Repla. of Present Greenfield Conduit—West Shops.	1,356.70	15,483.06	16,839.76
3582	Spl. trk. wk., State and Washington Sts.	3,129.33	2,103.96	2,103.96
3583	Spl. trk. wk., Lake and State Sts.	6,937.99	4.73	3,124.60
3586	Spl. trk. wk., Jefferson and Washington Sts.	1,485.00	3,924.93	3,924.93
3587	Spl. trk. wk., Madison St. Loop House.	1,267.46	1,849.80	8,787.79
3589	Spl. trk. wk. and pvg., Chicago Ave. and C. M. & St. P. R. R. (Larabee St.)	1,288.72	40.47	1,525.47
3591	Elect. wk., Division St. from Milwaukee to Clybourn Aves.	28,110.64	1,243.52	1,243.52
3592	Spl. trk. wk., Wells St. S. of Kinzie St.	2,788.39	12.75	1,301.47
3593	Renw. of West End Boiler Room at the West Shops	2,746.50	5,071.48	33,182.12
3595	Elect. wk., various locations.	375.34	74.85	2,713.54
3597	Elect. wk. account Augusta St. sewer system, various locations	383.38	42.93	2,789.43
3598	Elect. wk., Ashland Ave., Irving Pl. Blvd. to Belmont Ave.	6,337.66	13.14	362.20
3599	Elect. wk., Kedzie Ave., Elston to Lawrence Aves.	1,917.50	36.57	346.81
3600	Spl. trk. wk., Adams and Dearborn Sts.	1,734.97	5,061.45	5,061.45
3601	Elect. wk., North Ave., Clark St. to Cicero Ave.	1,364.80	137.50	6,200.10
3602	Elect. wk., Washington St., Desplaines to State Sts.	1,364.80	2,501.05	4,418.55
3603	Elect. wk., Randolph St., River to State St.	1,364.80	75.73	1,810.70
3606	Elect. wk., Dearborn St. from Lake St. to Monroe St. and Adams St. to VanBuren St.	1,364.80	13.85	1,350.95
3607	Elect. wk., various locations.	3,354.50	3,298.76	6,653.26
3608	Pvg. wk., Wells St. Viaduct, Polk to Taylor Sts.	2,425.75	2,033.56	4,459.31
3611	Renw. of roofing, plumbing, etc., 2317-39 Ogden Ave.	4,359.48	117.84	4,477.32
3614	Reconst. of trks. and pvg., Taylor St. W. end of Bridge to Wells St. Viaduct.	6,017.39	442.29	6,459.68
3615	Spl. trk. wk. and pvg., Laramie Ave. S. of Lake St.	2,551.98	76.15	2,628.13
3616	Sir. and spl. trk. wk. and pvg. 18th St. Viaduct, Lumber St. to West end of River Bridge	2,090.83	103.88	2,194.71
3617	Elect. wk., Franklin St., Harrison to Washington Sts., Randolph to Lake Sts.	1,450.86	59.77	1,510.63
3618	Spl. trk. wk. and pvg. Erie and Orleans Sts.	5,213.96	6.75	5,220.71
3619	Spl. trk. wk. and pvg. Division St. carhouse.	673.40	31,830.70	31,830.70
3620	Spl. trk. wk. Halsted and Randolph Sts.	1,893.54	9,507.06	10,180.46
3621	Spl. trk. wk. Desplaines St. and Milwaukee Ave.	1,893.54	364.85	2,258.39
3622	Spl. trk. wk., VanBuren St. E. of Western Ave.	4,487.47	352.01	4,135.46

*Credits.

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	July 1, 1906 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
3624 Spl. trk. wk., Clybourn and Southport Aves.....	\$ 5,839.97	\$ 5,839.97
3625 Spl. trk. wk., Clark and Illinois Sts.....	.....	9,262.50	9,262.50
3626 Spl. trk. wk., 12th St. and Kedzie Ave.....	.....	11,682.08	11,682.08
3627 Elect. wk., Lake St. State to Market Sts.....	\$ 4,413.33	5.97	4,419.30
3628 Renw. of Cheatham Automatic elect. trk. switches, etc., various loca- tions.....	1,360.16	969.42	2,329.58
3629 Spl. trk. wk., Milwaukee Ave. at North & Robey St.....	.....	10,546.46	10,546.46
3630 Spl. trk. wk., 22nd St., Ashland and Blue Island Aves.....	.....	6,531.69	6,531.69
3631 Spl. trk. wk., California and Chicago Aves.....	.....	5,963.52	5,963.52
3632 Spl. trk. wk., Desplaines and Washington Sts.....	.....	5,148.09	5,148.09
3633 Spl. trk. wk., Elston and Milwaukee Aves.....	.....	5,090.77	5,090.77
3634 Spl. trk. wk., Lake and Wells Sts.....	49.26	3,685.36	3,734.62
3635 Spl. trk. wk., Colorado and Kedzie Aves.....	.....	912.66	912.66
3636 Spl. trk. wk., Roosevelt Rd. (12th St.) and Western Ave.....	11,692.84	9.49	11,702.33
3637 Elect. wk., Western Ave., Milwaukee Ave. to N. B. Chicago River and Western Ave. Bridge.....	582.52	6.43	588.95
3638 Spl. trk. wk. at S. end of Lawndale car station.....	416.46	561.57	978.03
3639 Renw. of spans, Milwaukee Ave., Armitage Ave. to Gale St.....	.....	3,220.56	3,220.56
3640 Renw. of Spans, 21st St., Western Ave. to Marshall Blvd.....	481.70	8.47	490.17
3644 Renw. of Spans, Kedzie Ave. Lake St. to Chicago Ave.....	.....	479.66	479.66
3645 Renw. of Spans, Racine Ave. 12th to 21st Sts.....	570.52	7.79	578.31
3647 Renw. of Spans, Ogden Ave. 1st Park Drive W. of California Ave. to Albany Ave.....	634.58	6.85	641.43
3648 Spl. trk. wk., Chicago Ave. and Wells St.....	.....	.05	.05
3649 Spl. trk. wk., Kinzie and State Sts.....	.....	1,278.87	1,278.87
3651 Renw. of Storage Batteries complete with necessary spacers at various substations.....	1,188.27	415.14	1,603.41
3656 Spl. trk. wk., Crawford Ave. and Irving Pk. Blvd.....	.....	1,327.39	1,327.39
3658 Spl. trk. wk. Grand and North Aves.....	1,867.17	2,191.56	4,058.73
3659 Spl. trk. wk., Dearborn and Harrison Sts.....	.....	8,535.77	8,535.77
3660 Spl. trk. wk., Grand Ave. and Wells St.....	.....	5,127.31	5,127.31
3661 Spl. trk. wk. and pvg., Clybourn and Fullerton Aves.....	.....	5,900.44	5,900.44
3662 Spl. trk. wk., Halsted St. S. of Clark St.....	1,378.17	855.38	2,233.55
3664 Spl. trk. wk. at Belmont Ave., Clybourn Ave. & Western Ave.....	.....	2,283.73	2,283.73
3665 Spl. trk. wk., Taylor St. and Western Ave.....	.....	1,782.77	1,782.77
3669 Spl. trk. wk., Clark St., Loop N. of Devon Ave.....	.....	2,305.06	2,305.06

FINANCIAL EXHIBITS

3671	Spl. trk. wk., Van Buren St. W. of Halsted St.	1,886.67	1,886.67
3672	Spl. trk. wk., Kedzie Ave. N. of Jackson Blvd.	2,697.58	2,697.58
3673	Spl. trk. wk., Van Buren St. E. of Kedzie Ave.	3,214.20	3,214.20
3674	Spl. trk. wk., Van Buren St. and Western Ave.	1,261.52	1,261.52
3675	Elect. wk. at Kedzie Ave. Car Station (rear)	2,180.16	2,180.16
3676	Spl. trk. wk., Dearborn and Washington Sts.	706.40	706.40
3678	Spl. trk. wk., Lake St. and Wabash Ave.	144.22	144.22
3679	Elect. wk., Clybourn and Fullerton Aves.	221.04	221.04
3681	Elect. wk., Madison St., from State St. to Crawford Ave.	347.89	347.89
3682	Elect. wk., Clinton St., Harrison to Adams and Washington St. to Milwaukee Ave.	4,241.84	4,241.84
3683	Elect. wk. at Armitage Ave. Car Station Loop.	578.15	578.15
3684	Elect. wk., Devon Ave. Car Station (Front and Loop)	766.64	766.64
3685	Elect. wk., Clybourn Ave., Division St. to Western Ave.	1,202.86	1,202.86
3686	Elect. wk., Van Buren St. Tunnel.	1,948.79	1,948.79
3687	Elect. wk., Chicago Ave. from Clark St. to Lake Shore Drive.	672.05	672.05
3688	Elect. wk., Colorado Ave. from Crawford to California Aves.	567.70	567.70
3689	Elect. wk., Dearborn St., Lake to Kinzie Sts., and Polk St. to Van Buren St.	1,414.14	1,414.14
3690	Elect. wk., Irving Pk. Blvd. from Broadway to Nashville Ave.	1,908.41	1,908.41
3691	Elect. wk., Fullerton Ave. from Milwaukee Ave. to Crawford Ave.	38.47	38.47
3692	Elect. wk., California Ave., Roscoe St. to Belmont Ave.	556.88	556.88
3693	Elect. wk., Montrose Ave., Broadway to Knox Ave.	2,677.61	2,677.61
3694	Elect. wk., Cortland St., Clybourn Ave. to Wood St.	1,356.78	1,356.78
3695	Elect. wk., Crosby St., Larrabee to Division St.	589.09	589.09
3696	Elect. wk., La Salle St. Tunnel, Randolph St. to Illinois St.	1,322.76	1,322.76
3697	Elect. wk., Belmont Ave., Halsted St. to River.	476.85	476.85
3698	Elect. wk., various locations.	689.73	689.73
3699	Elect. wk., Larrabee St. from Chicago to Lincoln Aves.	216.67	216.67
3701	Elect. wk., Clark St., Center Line of River to Washington St.	595.37	595.37
3714	Purchase of New and addnl. jib cranes, chain hoists, etc., various locations.	1,271.27	1,271.27
3715	Str. trk. wk. and pvg., Dearborn St. Viaduct S. of Kinzie St.	6,927.74	6,927.74
3716	Spl. trk. wk. and pvg., Randolph & Wells Sts.	4,217.24	4,217.24
3717	Str. and spl. trk. wk. and pvg., Illinois St., Orleans to Wells Sts.	35,794.05	35,794.05
3718	Elect. wk., Illinois St., Orleans to Wells Sts.	1,962.89	1,962.89
3719	Elect. wk., Randolph and Wells Sts.	410.50	410.50
3721	Renw. of steam heating plant, etc., rear of 1127 N. Clark St.	406.88	406.88

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

	July 1, 1906 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
3722 Spl. trk. wk. and pvg., Lincoln-Sheffield-Wrightwood Aves.....	\$52,889,495.83	\$ 578,406.67	\$53,467,902.50
3723 Elect. wk., Lincoln-Sheffield-Wrightwood Aves.....	7,661,032.06	86,761.02	7,747,793.08
Allowance 15% for conducting work, furnishing equipment and procur- ing funds.....	\$60,550,527.89	\$ 665,167.69	\$61,215,695.58
Adjustment of Fluctuating Accounts:			
Material and Supplies.....	1,436,115.77	404,797.93	1,840,913.70
Horses.....	* 5,612.50	* 3,421.50	* 9,034.00
5% Brokerage.....	60,820.97	20,239.89	81,060.86
	\$62,041,852.13	\$ 1,086,784.01	\$63,128,636.14

*Credits.

FINANCIAL EXHIBITS

EXHIBIT Q.

CALUMET & SOUTH CHICAGO RAILWAY COMPANY.

BALANCE SHEET.

JANUARY 31, 1921.

ASSETS

VALUE OF PROPERTIES:

Value as stated by Traction Valuation Commission February 1, 1908.....	\$ 5,000,000.00
Certificates issued by Board of Supervising Engineers.....	6,403,483.15

Total value of Properties—Schedule No. 1..... \$11,403,483.15

CURRENT ASSETS..... 294,286.83

Total..... \$11,697,769.98

LIABILITIES

CAPITAL:

Representing purchase price of the properties in
accordance with the terms of the City Ordinance \$11,403,483.15

RESERVE FOR DAMAGES.....	986.16
RESERVE FOR RENEWALS AND DEPRECIATION.....	249,224.54
RESERVE FOR SPECIAL RENEWALS & EQUIPMENT.....	44,076.13

Total..... \$11,697,769.98

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT Q—SCHEDULE No. 1.

CALUMET & SOUTH CHICAGO RAILWAY COMPANY.

VALUE OF PROPERTIES.

JANUARY 31, 1921.

	As Valued By T.V.C.	Additions Feb. 1, 1908 to Jan. 31, 1920	Additions Feb. 1, 1920 to Jan. 31, 1921	Total
Organization.....	\$ 362,768.89	\$	\$	\$ 362,768.89
Engineering and super- intendence.....	.....	789,314.04	4,753.17	794,067.21
Track (excl. of paving) ..	1,537,691.28	3,216,317.89	13,642.47	4,767,651.64
Paving.....	26,542.51	929,584.54	939.08	955,187.97
Electric line constr.....	232,931.33	585,977.40	16,654.27	835,563.00
Real estate.....	260,892.50	63,993.79	600.21	325,486.50
Buildings and fixtures...	280,789.42	56,785.10	19.07	337,593.59
Investment real estate..	47,040.73	47,040.73	.....	.....
Power plant equipment.	238,050.60	131,837.05	.....	369,887.65
Shop tools and machin- ery.....	28,959.97	1,612.71	.....	27,347.26
Cars—revenue.....	502,998.28	269,035.95	17,022.08	789,056.31
Electric equip. of cars...	215,967.59	158,667.72	37.97	374,673.28
Miscellaneous equip....	49,449.79	30,782.35	494.70	80,726.84
Interest and discount...	.....	279,183.33	2,376.59	281,559.92
Miscellaneous.....	953,060.40	9,863.92	.....	962,924.32
Material and supplies...	218,636.30	218,636.30	.....	.....
Horses.....	1,150.00	1,150.00	.....	.....
Fill.....	41,261.20	87,374.32	.....	128,635.52
Subways.....	1,809.21	3,817.46	.....	5,626.67
Docks and wharves....	.....	4,726.58	.....	4,726.58
	\$ 5,000,000.00	\$ 6,348,821.70	\$ 54,661.45	\$ 11,403,483.15

*Credits.

FINANCIAL EXHIBITS

EXHIBIT R.

CALUMET & SOUTH CHICAGO RAILWAY COMPANY.

CONDITION OF RESERVE FOR DAMAGE CLAIMS.

JANUARY 31, 1921.

FOR ACCIDENTS OCCURRING BETWEEN FEBRUARY 1ST, 1908 AND JANUARY 31ST, 1914.

On hand February 1st, 1920.....	\$	955.23
Reserved during year.....		500.00
Interest allowed on reserve fund during year.....		19.23
Total.....	\$	1,474.46
Expended during year.....		488.30
On hand February 1st, 1921.....	\$	986.16

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT S.

CALUMET & SOUTH CHICAGO RAILWAY COMPANY.

RENEWAL FUNDS.

JANUARY 31, 1921.

	Renewal and Depreciation Reserve Fund	Special Renewal and Equipment Fund	Total
Balance in fund Feb. 1, 1920.....	\$ 220,212.33	\$	\$ 220,212.33
Reserved during year:			
9.91% of 40% of 8% of gross receipts of Chicago Surface Lines, based on orders of State Public Utilities Commission.....	52,232.29	112,960.87	165,193.16
Salvage from Special Accounts.....	11,623.26	.....	11,623.26
Sale of unnecessary property.....	75.44	.....	75.44
Interest added to funds.....	7,257.22	391.24	7,648.46
Total.....	\$ 291,400.54	\$ 113,352.11	\$ 404,752.65
Expended for renewals—Schedule No. 1	42,176.00	69,275.98	111,451.98
Balance in funds February 1, 1921..	\$ 249,224.54	\$ 44,076.13	\$ 293,300.67

FINANCIAL EXHIBITS

EXHIBIT S—SCHEDULE No. 1.

CALUMET & SOUTH CHICAGO RAILWAY COMPANY.

CERTIFICATES FOR RENEWALS.

FOR PERIOD FEBRUARY 1, 1920, TO JANUARY 31, 1921.

Certif- icate No.	For Period	Amount
98	February 1, 1920 to February 29, 1920.....	\$ 3,338.80
99	March 1, 1920 to March 31, 1920.....	9,732.99
100	April 1, 1920 to April 30, 1920.....	5,062.02
101	May 1, 1920 to May 31, 1920.....	16,015.25
102	June 1, 1920 to June 30, 1920.....	8,026.94
Total expended from Renewal and Depreciation Reserve Fund.....		\$ 42,176.00
103	July 1, 1920 to July 31, 1920.....	\$ 17,598.38
104	August 1, 1920 to August 31, 1920.....	6,887.11
105	September 1, 1920 to September 30, 1920.....	2,517.80
106	October 1, 1920 to October 31, 1920.....	1,383.28
107	November 1, 1920 to November 30, 1920.....	10,015.29
108	December 1, 1920 to December 31, 1920.....	15,979.12
109	January 1, 1921 to January 31, 1921.....	14,895.00
Total expended from Special Renewal and Equipment Fund.....		\$ 69,275.98
Total renewal expenditures for year.....		\$ 111,451.98
Reported previous to February 1, 1920, as expended from Renewal and Depreciation Reserve Fund.....		870,810.62
		\$ 982,262.60

EXHIBIT S—SCHEDULE No. 2. CALUMET & SOUTH CHICAGO RAILWAY COMPANY.

EXPENDITURES FOR RENEWALS—COSTS AND LOCATIONS. NOVEMBER 30, 1911 TO JANUARY 31, 1921.

Many of the following are split accounts, i. e., carrying charges to both capital and renewals, but only charges to renewal accounts are shown herein.

		Nov. 30, 1911 to	Feb. 1, 1920 to	Total
		Jan. 31, 1920	Jan. 31, 1921	
Closed accounts previously reported.....		\$ 591,308.39	.....	\$ 591,308.39
13015 Overhauling and Painting wk. cars, wagons, etc., at South and West Shops.....		789.05	\$ 831.97	1,621.02
13069 Str. and spl. trk. wk. and pvg. 64th St. and I. C. R. R. Sub. at Dorchester Ave.....		7,665.23	* 7,722.51	* 57.28
13096 Elect. wk. at various locations.....		398.19	125.41	523.60
13103 Taking care of elect. equipt. during const. of the Calumet Intercepting Sewer at various locations.....		51.52	7.85	59.37
13106 Renew. of 15 pairs McGuire M. C. B. Truck Frames at S. Shops.....		1,795.60	5,502.84	7,298.44
13114 Elect. wk. at 75th St., Eggleston Ave. to Lake Park Ave.....		943.09	4,211.80	5,154.89
13120 Elect. wk. 115th St., Halsted St. to South Park Ave.....		526.74	47.49	574.23
13133 Elect. wk., Private R-W. around N. Y. C. & St. L. Ry. Shops on 93rd St.....		651.81	* 86.58	565.23
13139 Elect. wk., 73rd St., Stony Island to Exchange Aves.....		615.71	10.41	626.12
13144 Str. and spl. trk. wk. and pvg., 106th St. Torrence Ave. to W. of Calumet River.....		12,420.93	286.25	12,707.18
13147 Spl. trk. wk. 70th St. and Coles Ave.....		1,618.86	1,812.04	3,431.80
13148 Spl. trk. wk. 93rd St. and Cottage Grove Ave.....		.....	2,399.56	2,399.56
13149 Elect. wk. on Ewing Ave. 92nd St. to 108th St. and renew. of bridge fix. at 92nd St.....		.....	3,160.29	3,160.29
13150 Elect. wk. on Indianapolis Ave. Ewing Ave. to the State Line.....		.....	1,239.35	1,239.35
13151 Elect. wk. Coles ave. 75th to 79th Sts.....		.....	809.32	809.32
13152 Elect. wk. on Michigan Ave. 95th to 119th Sts.....		.....	3,856.98	3,856.98
13153 Elect. wk. Drexel Ave., S. of 93rd St. and 93rd St. and Drexel Car Station.....		.....	3,457.02	3,457.02
15004 Depreciation of Power Plant Machinery and Equipment, included in Primary Cost of Power.....		236,198.56	35,140.77	271,339.33

FINANCIAL EXHIBITS

15030	Rehabilitation of 168 GE-80 Motors at South Shops.....	7,123.28	*	726.69	6,396.59
15040	Str. trk. wk., Private R-W. around N. Y. C. & St. L. Shops.....	3,217.39		301.21	3,578.60
15043	Taking care of trks. and street car traffic during const. of Calumet Sewer System.....	74.25		400.89	475.14
15044	Renw. of skylights (Burnside Car House).....	5,412.02		1,568.25	6,980.27
15045	Spl. trk. wk. and pvg., Burley Ave. and E. J. & E. Ry. south of 85th St.			2,513.92	2,513.92
15046	Spl. trk. wk., 64th St. and Stony Island Ave.....			3,816.42	3,816.42
15047	Elect. wk. Stony Island Ave. and 64th St.....			295.23	295.23
15048	Str. trk. wk., Indianapolis Ave. Ewing Ave. to State Line.....			18,420.94	18,420.94
15049	Str. trk. wk., 73rd St., Stony Island Ave. to Exchange Ave.....			19,087.47	19,087.47
15050	Spl. trk. wk., 2nd St. and Buffalo Ave.....			272.79	272.79
15051	Spl. trk. wk., Private R-W. E. of Vaughan Ave. and S. of 93rd.....			1,151.07	1,151.07
15052	Spl. trk. wk., 19th St. and Michigan Ave.....			94.93	94.93
15053	Spl. trk. wk., 75th St. and Vincennes Ave.....			4,436.24	4,436.24
15054	Elect. wk. at various locations.....			61.78	61.78
15056	Pvg. wk., 106th St., Ave. "H" to Indianapolis Ave.....			931.74	931.74
15057	Spl. trk. wk., 120th St. and Morgan St.....			2,586.52	2,586.52
15059	Elect. wk., Stony Island Ave. 80th to 83rd Sts.....			1,088.11	1,088.11
		\$ 870,810.62	\$	111,451.98	\$ 982,262.60

*Credits.

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT T.

CERTIFICATES ISSUED BY BOARD OF SUPERVISING ENGINEERS COVERING CONSTRUCTION AND REHABILITATION EXPENDITURES MADE BY CALUMET & SOUTH CHICAGO RAILWAY COMPANY.

FEBRUARY 1, 1920 TO JANUARY 31, 1921.

Certificate No.	Date	Amount
281	March 1, 1920.....	\$ 1.15
283	April 1, 1920.....	1,150.00
284	April 16, 1920.....	2,454.42
285	May 1, 1920.....	115.00
286	May 18, 1920.....	6,999.65
287	June 1, 1920.....	11.50
288	June 10, 1920.....	7,651.77
289	July 1, 1920.....	575.00
290	July 20, 1920.....	2,588.50
291	August 1, 1920.....	1,150.00
292	August 14, 1920.....	1,156.47
293	September 1, 1920.....	1,150.00
294	September 17, 1920.....	8,253.58
295	October 1, 1920.....	1,150.00
296	October 19, 1920.....	7,050.62
297	November 1, 1920.....	1,150.00
298	November 18, 1920.....	2,221.55
299	December 1, 1920.....	575.00
300	December 18, 1920.....	7,090.08
301	January 1, 1921.....	115.00
302	January 12, 1921.....	1,216.84
303	February 1, 1921.....	11.50
304	February 16, 1921.....	714.20
305	March 17, 1921.....	109.62
		<hr/>
		\$ 54,661.45
Reported previous to February 1, 1920.....		6,348,821.70
		<hr/>
Total.....		\$ 6,403,483.15

FINANCIAL EXHIBITS

EXHIBIT T—SCHEDULE No. 1. CALUMET & SOUTH CHICAGO RAILWAY COMPANY. ADDITIONS TO CAPITAL ACCOUNT—COSTS AND LOCATIONS

FEBRUARY 1, 1908, TO JANUARY 31, 1921

Many of the following are Split Accounts, i. e., carrying charges to both Capital and Renewals, but only charges to Capital Account are shown herein.

	Feb. 1, 1908 to	Feb. 1, 1920 to	Total
Closed accounts previously reported.....	\$ 5,069,856.92	\$	\$ 5,069,856.92
12013 Engr'g. and Potential Surveys.....	8,988.20	2,013.48	11,001.68
12023 City of Chicago—Special Assessments.....	7,074.77	600.21	7,674.98
12024 Install. of Trk. Drains.....	1.94	141.22	143.16
12044 Spl. trk. wk. at various locations.....	780.81	693.23	1,474.04
12049 Str. trk. wk. at various locations.....	2,383.31	433.70	2,817.01
12050 Str. and spl. trk. wk. and pvg., Brandon Ave., 118th St. to Brainerd Ave.....	176,021.88	18.19	176,040.07
12055 New and addnl. car destination and Route Signs at S. Shops.....	531.55	86.67	612.22
12065 Str. and spl. trk. wk., 93rd St. at Jeffrey Ave. and 93rd St. and Stony Island Ave.....	1,667.95	1,057.72	2,725.67
12066 Purchase of ten new and addnl. registers at S. Shops.....	.....	334.03	334.03
13015 Overhauling and Painting wk. cars, wagons, automobiles, etc., at S. and W. Shops.....	1,722.73	532.67	2,255.40
13025 Temporary trk. and tools.....	4,002.34	6,589.16	2,550.82
13045 Elect. wk. on 103rd St. from E. end of present trks. to Cottage Grove Ave.....	171.33	.20	171.13
13068 Str. and Spl. trk. wk. and pvg., 79th St., S. Chicago Ave. to Saginaw Ave.....	72,288.89	236.85	72,525.74
13069 Str. and spl. trk. wk. and pvg., 64th St. and I. C. R. Sub. at Dor- chester Ave.....	4,042.30	4,176.71	8,219.01
13077 Str. and spl. trk. wk. and pvg. Ewing Ave., from 108th to 118th Sts.....	47,988.45	22.66	48,011.11
13090 Elect. wk. Stony Island Ave., 63rd St. to alley S. of 94th St.....	2,494.91	4,040.91	6,535.82
13096 Elect. wk. at various locations.....	232.07	319.66	551.73
13097 Elect. wk., 95th St. and Calumet River Bridge.....	2,030.34	346.32	2,376.66
13103 Taking care of Elect. Equipt. during const. of the Calumet Intercept- ing Sewer at various locations.....	424.90	186.77	611.67

*Credits.

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	Feb. 1, 1908 to Jan. 31, 1920	Feb. 1, 1920 to Jan. 31, 1921	Total
13106 Renw. of 15 pairs McGuire M. C. B. truck frames at S. Shops.	\$	\$ 16,612.49	\$ 16,612.49
13108 Renw. of Spans, Michigan Ave. 95th to 119th Sts.		19.63	1,393.16
13109 Elect. wk. Cottage Grove Ave., 103rd to 115th Sts. and 95th to 115th Sts.	1,373.53		
13114 Elect. wk. 75th St., Eggleston Ave. to Lake Park Ave.	4,330.22	15.55	4,345.77
13117 Str. trk. wk., Coles Ave., 75th to 79th Sts.	662.66	2,152.16	2,914.82
13118 Str. trk. wk. 119th St., Halsted St. to Michigan Ave.	3,257.85	38.98	3,218.87
13120 Spl. trk. wk., 134th St. and I. C. R. R. Private R-W. W. of I. C. R. R.	2,473.70	10.75	2,484.45
13126 Elect. wk. at various locations.	901.09	6.52	907.61
13129 Elect. wk. 115th St., Halsted St. to S. Park Ave.	69.68	6.80	76.48
13132 Str. and spl. trk. wk. and pvg. 95th St. through I. C. Sub. at Cottage Grove Ave., Cottage Grove Ave., 95th St. to 98th S. of 95th St.	219.25	47.30	171.95
13134 Elect. wk., 95th St. through I. C. Ry. Sub. at Cottage Grove Ave., 95th St. to 98th S. of 95th St.	78,718.25	1,479.10	80,197.35
13135 Spl. trk. wk., 75th St. and Coles Ave.	3,215.18	2,661.33	5,876.51
13137 Elect. wk. S. Chicago Ave., from 67th to 71st Sts. and 75th to 93rd Sts.	2,722.19	532.75	3,254.94
13140 Elect. wk. Exchange Ave., 73rd to 75th Sts.	1,006.37	2.90	1,003.38
13142 Elect. wk. Cottage Grove Ave., N. of 72nd to 79th Sts., Cottage Grove Ave. and L. S. Sub. N. of 72nd St.	345.98	21.33	324.65
13144 Str. and spl. trk. wk. and pvg. 100th St., Torrence Ave. to W. of Calumet River.	1,742.02	181.10	1,923.12
13145 Converting two Funeral Cars into Passenger Cars—South Shops.	13,565.18	1,452.24	15,017.42
13147 Spl. trk. wk. 79th St. and Coles Ave.	2,027.76	5.11	2,022.65
13148 Spl. trk. wk., 93rd St. and Cottage Grove Ave.		1,916.25	1,916.25
13149 Elect. wk. Ewing Ave., 92nd St. to 108th St. and renew. of Bridge Fix. at 92nd St.		2,372.56	2,372.56
13150 Elect. wk. Indianapolis Ave., Ewing Ave. to the State Line.		2,162.92	2,162.92
13151 Elect. wk. Coles Ave., 75th to 79th Sts.		272.30	272.30
13152 Elect. wk. Michigan Ave., 95th to 119th Sts.		1,620.77	1,620.77
		1,294.28	1,294.28
Allowance 15% for conducting work, furnishing equipment and procuring funds.	\$ 5,511,271.82	\$ 47,531.69	\$ 5,558,803.51
Total.	837,549.88	7,129.76	844,679.64
*Credits.	\$ 6,348,821.70	\$ 54,661.45	\$ 6,403,483.15

FINANCIAL EXHIBITS

EXHIBIT U. STATEMENT OF EXPENSES OF THE BOARD OF SUPERVISING ENGINEERS. CHICAGO TRACTION.

FOR THE YEAR ENDED JANUARY 31, 1921.

BOARD OR DIVISION	POSITION	TERMS OF PAYMENT	AMOUNT
Board No. 1 (Chicago City Ry. Co., Chicago Railways Co., The Southern Street Railway Co.)..	Chairman.....	\$15,000.00 per annum per Section 34 of ordinance.....	\$ 15,000.00
	Member representing City of Chicago.....	\$100.00 per day, minimum \$3,600.00, maximum \$10,000.00: Salary.....	2,360.00
		Expenses.....	1,357.91
	Member representing Chicago City Ry. and Southern Street Ry. Co.....	\$100.00 per day, minimum \$3,600.00, maximum \$10,000.00.....	8,400.00
	Member, representing Chicago Railways Co.....	\$100.00 per day, minimum \$3,600.00, maximum \$10,000.00.....	8,400.00
			<u>\$ 35,517.91</u>
Board No. 2 (Calumet & South Chicago Railway Co.).....	Chairman.....	\$100.00 per day, minimum \$2,500.00 maximum \$5,000.00.....	\$ 1,625.00
	Member, representing City of Chicago.....	\$100.00 per day, minimum \$1,500.00, maximum \$3,500.00.....	740.00
	Member, representing Calumet & South Chicago Ry. Co.....	\$100.00 per day, minimum \$1,500.00, maximum \$3,500.00.....	1,375.00
			<u>\$ 3,740.00</u>
Secretary Boards No. 1 and No. 2.....			\$ 6,666.66
Engineering, Inspection and Clerical.....	Principal Assistant Engineer.....		\$ 5,800.00
	Assistant Engineers.....		14,640.00
	Draftsmen.....		858.38
	Clerks and Inspectors.....		10,205.00
	Traffic.....		2,900.00
			<u>\$ 34,403.38</u>

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

EXHIBIT U—Continued. STATEMENT OF EXPENSES OF THE BOARD OF SUPERVISING ENGINEERS. CHICAGO TRACTION.

FOR THE YEAR ENDED JANUARY 31, 1921.

BOARD OR DIVISION	POSITION	TERMS OF PAYMENT	AMOUNT
Division of Accounts.....	(Auditor.....)		\$ 5,200.00
	(Assistants.....)		12,033.33
			<u>\$ 18,133.33</u>
Stenographers and General Office Clerks.....			\$ 10,571.72
	General Expenses (Includes \$7,005.00 for rent).....		8,464.26
	Office Supplies and Expenses.....		2,618.31
	Outside Services.....		262.07
	Departmental Expenses.....		891.42
	Amount expended in 1920.....		\$ 121,269.06
	Amount expended previous to February 1, 1920.....		2,286,593.26
	Total expended for fourteen years, ended February 1, 1921.....		<u>\$2,401,772.32</u>

SUMMARY OF RECEIPTS AND DISBURSEMENTS.

Cash contributed by Chicago City Railway Co.....	\$ 539,100.00
Cash contributed by Chicago Railways Co.....	791,400.00
Cash contributed by Calumet & South Chicago Railway Co.....	106,025.00
Cash contributed by Southern Street Railway Co.....	12,000.00
Cash contributed by Chicago Surface Lines.....	975,000.00
Petit Cash.....	200.00
Interest on Deposits.....	2,707.61
Cash expended as above.....	<u>\$2,401,772.32</u>
Cash in bank.....	15,066.20
Cash on hand.....	200.00
	<u>\$2,417,032.61</u>
	<u>\$2,417,032.61</u>

FINANCIAL EXHIBITS

EXHIBIT V. CUMULATIVE FISCAL STATEMENT.

ALL RAILWAY OPERATIONS FROM FEBRUARY 1, 1907.

VALUE OF PROPERTIES:	C.C.Ry.Co.	C.Rys.Co.	C.&S.C.Ry.Co.	So.St.Ry.Co.	C.Sur.Lines	All Companies
As valued by T. V. C. Com- mission.....	\$21,000,000.00	\$ 20,000,000.00	\$ 5,000,000.00	\$ 775,000.00	.....	\$ 55,775,000.00
To January 31, 1907.....	22,816,853.19	30,779,874.94	.....	.....	.....	53,596,728.13
To January 31, 1908.....	29,052,145.63	32,589,047.02	.....	.....	.....	61,641,192.65
To January 31, 1909.....	36,170,482.56	39,007,352.76	5,313,908.45	.....	.....	80,491,743.77
To January 31, 1910.....	38,507,294.18	51,851,308.97	6,931,278.82	1,240,095.99	.....	98,529,977.90
To January 31, 1911.....	41,000,243.27	68,226,611.76	7,888,012.75	1,510,963.72	.....	118,625,831.50
To January 31, 1912.....	42,807,477.99	74,110,203.06	8,914,566.78	1,570,149.64	.....	127,492,398.37
To January 31, 1913.....	45,407,703.57	77,488,460.88	9,192,152.59	1,621,643.67	.....	133,770,390.51
To January 31, 1914.....	47,486,139.81	80,975,950.53	9,820,365.15	1,640,127.50	.....	139,916,582.99
To January 31, 1915.....	49,731,540.51	83,757,957.11	10,116,405.98	1,643,261.68	.....	145,249,165.28
To January 31, 1916.....	49,784,995.18	84,876,759.10	10,298,568.34	1,679,921.32	.....	149,040,243.94
To January 31, 1917.....	51,000,504.68	86,697,582.63	10,573,623.55	1,682,835.20	.....	149,954,546.15
To January 31, 1918.....	52,159,313.66	88,770,498.52	10,885,514.28	1,690,154.40	.....	153,595,481.16
To January 31, 1919.....	53,741,833.76	90,587,640.61	11,142,013.61	1,693,619.91	.....	157,104,907.89
To January 31, 1920.....	54,442,498.82	91,041,852.13	11,348,821.70	1,705,250.35	.....	158,538,423.00
To January 31, 1921.....	55,005,604.31	92,128,636.14	11,403,483.15	1,716,317.85	.....	160,354,131.45

TOTAL INCOME:

Year ended January 31, 1908.	8,215,196.49	.....	.....	.....	.....	18,823,094.31
To January 31, 1909.....	16,736,477.07	10,607,897.82	.....	.....	.....	39,242,742.24
To January 31, 1910.....	*26,267,290.92	21,644,968.98	839,296.19	.....	.....	62,075,624.88
To January 31, 1911.....	*36,372,743.59	34,087,851.30	1,720,473.66	.....	.....	87,231,254.77
To January 31, 1912.....	*47,084,220.17	48,152,560.36	2,705,950.82	.....	.....	110,130,142.70
To January 31, 1913.....	58,328,201.39	65,309,056.21	3,730,866.32	.....	.....	140,589,254.12
To January 31, 1914.....	*70,063,644.48	83,385,833.24	4,875,219.49	.....	.....	179,307,908.07
To January 31, 1915.....	70,052,881.71	103,060,548.77	6,183,714.82	.....	.....	211,309,186.58
To January 31, 1916.....	70,052,885.67	103,106,541.50	6,183,714.82	\$31,966,048.55	.....	243,004,824.25
To January 31, 1917.....	70,157,347.65	103,111,413.57	6,183,714.82	63,656,810.19	.....	277,801,508.85
To January 31, 1918.....	70,057,459.45	103,114,000.13	6,183,714.82	98,446,446.25	.....	312,916,495.23
To January 31, 1919.....	70,057,459.45	103,114,151.63	6,183,714.82	133,501,079.33	.....	347,026,503.07
To January 31, 1920.....	70,057,459.45	103,114,211.48	6,183,714.82	168,271,177.32	.....	391,589,938.27
To January 31, 1921.....	70,057,459.45	103,114,148.37	6,183,714.82	212,234,615.63	.....	446,017,750.40
To January 31, 1921.....	70,057,456.15	103,114,489.02	6,183,714.82	267,502,000.47	.....

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

CUMULATIVE FISCAL STATEMENT—Continued.

ALL RAILWAY OPERATIONS FROM FEBRUARY 1, 1907.

	C.C.Ry. Co.	C.Rys. Co.	C.&S.C.Ry. Co.	So. St. Ry. Co.	C. Sur. Lines	All Companies
TAXES:						
Year ended January 31, 1908.	\$ 240,000.00	\$ 199,395.53	.....	.....	.....	\$ 439,395.53
To January 31, 1909.	697,108.25	571,200.69	8,597.40	.....	.....	1,270,906.34
To January 31, 1910.	1,222,108.25	1,183,437.62	16,107.40	.....	.....	2,421,743.27
To January 31, 1911.	1,552,266.97	1,846,843.64	39,642.40	.....	.....	3,438,753.01
To January 31, 1912.	2,036,204.01	2,702,234.18	72,855.13	.....	.....	4,811,293.32
To January 31, 1913.	2,596,169.06	3,379,192.74	120,438.11	.....	.....	6,095,800.81
To January 31, 1914.	3,147,679.96	4,192,352.31	167,535.11	.....	.....	7,507,567.38
To January 31, 1915.	3,353,892.92	4,199,352.31	167,535.11	\$ 1,439,278.88	.....	9,160,059.22
To January 31, 1916.	3,354,525.95	4,198,856.50	167,535.11	3,248,215.82	.....	10,060,133.38
To January 31, 1917.	3,354,525.95	4,198,856.50	167,535.11	4,657,672.41	.....	12,378,589.97
To January 31, 1918.	3,354,525.95	4,198,856.50	167,535.11	6,150,672.41	.....	13,871,589.97
To January 31, 1919.	3,596,559.40	4,228,856.50	167,535.11	7,610,672.41	.....	15,513,614.42
To January 31, 1920.	3,525,100.07	4,221,140.99	167,535.11	9,684,672.41	.....	17,598,448.58
To January 31, 1921.	3,573,316.58	4,303,140.99	167,535.11	11,414,672.41	.....	19,458,665.09
CITY'S SHARE—55 PER CENT.** (See page No. 13)						
Year ended January 31, 1908.	675,702.76	888,915.71	.....	.....	.....	1,564,618.47
To January 31, 1909.	1,198,290.39	1,753,206.04	.....	.....	.....	2,951,496.43
To January 31, 1910.	1,673,112.01	2,554,636.47	.....	.....	.....	4,227,749.08
To January 31, 1911.	2,634,027.85	3,299,271.53	.....	.....	.....	5,933,299.38
To January 31, 1912.	3,683,020.36	4,121,178.02	.....	.....	.....	7,804,207.38
To January 31, 1913.	4,799,617.76	5,534,582.28	.....	.....	.....	10,334,200.04
To January 31, 1914.	5,946,188.41	7,390,464.79	.....	.....	.....	13,336,653.20
To January 31, 1915.	6,819,570.01	9,975,466.82	.....	.....	.....	15,895,036.83
To January 31, 1916.	7,367,764.42	10,192,982.75	.....	.....	.....	17,560,747.17
To January 31, 1917.	8,345,203.32	11,962,442.84	.....	.....	.....	20,307,736.16
To January 31, 1918.	9,950,265.73	13,204,224.41	.....	.....	.....	22,344,490.14
To January 31, 1919.	9,956,123.69	13,671,581.94	.....	.....	.....	22,727,705.63
To January 31, 1920.	9,499,712.37	14,676,841.11	.....	.....	.....	24,176,553.48
To January 31, 1921.	10,235,209.14	16,079,727.53	.....	.....	.....	26,314,936.67
TOTAL, CITY'S SHARE AND TAXES:** (See page No. 13)						
Year ended January 31, 1908.	915,702.76	1,088,221.24	.....	.....	.....	2,003,924.00
To January 31, 1909.	1,895,398.64	2,324,466.73	8,597.40	.....	.....	4,228,462.77

FINANCIAL EXHIBITS

To January 31, 1910.....	* 2,895,220.86	3,738,074.09	16,197.40	.....	.....	6,649,492.35
To January 31, 1911.....	* 4,186,204.82	5,146,115.17	39,642.40	.....	.....	9,372,052.39
To January 31, 1912.....	* 5,719,233.37	6,823,412.20	72,855.13	.....	.....	12,615,500.70
To January 31, 1913.....	* 7,395,787.72	8,913,775.02	120,438.11	.....	.....	16,430,000.85
To January 31, 1914.....	* 9,093,868.37	11,582,817.10	167,535.11	.....	.....	20,844,220.58
To January 31, 1915.....	* 10,173,462.93	13,274,819.13	167,535.11	.....	1,430,278.88	25,955,006.05
To January 31, 1916.....	* 10,722,290.37	14,391,830.25	167,535.11	.....	3,248,215.82	28,529,880.55
To January 31, 1917.....	* 11,609,819.27	16,161,299.34	167,535.11	.....	4,637,672.41	32,686,326.13
To January 31, 1918.....	* 12,404,791.68	17,493,080.91	167,535.11	.....	6,159,672.41	36,216,080.11
To January 31, 1919.....	* 12,562,674.09	17,900,438.44	167,535.11	.....	7,610,672.41	38,241,320.05
To January 31, 1920.....	* 13,024,812.44	18,867,982.10	167,535.11	.....	9,684,672.41	41,775,002.06
To January 31, 1921.....	* 13,808,525.72	20,382,868.52	167,535.11	.....	11,414,672.41	45,773,601.76

FIVE PER CENT INTEREST ON INVESTMENT:

Year ended January 31, 1908.....	1,236,008.47	1,566,158.06	.....	.....	.....	2,802,167.43
To January 31, 1909.....	2,848,833.32	3,395,843.35	254,037.54	.....	.....	6,498,714.21
To January 31, 1910.....	4,713,734.59	5,591,561.82	546,226.25	.....	47,425.02	10,888,947.68
To January 31, 1911.....	6,779,734.41	8,447,002.62	917,777.51	.....	47,425.02	16,192,020.56
To January 31, 1912.....	8,945,091.96	11,996,110.77	1,333,484.19	.....	47,425.02	22,322,111.94
To January 31, 1913.....	11,241,217.16	15,774,560.00	1,783,857.23	.....	47,425.02	28,847,059.41
To January 31, 1914.....	13,628,955.64	19,793,130.94	2,256,352.40	.....	47,425.02	35,634,973.00
To January 31, 1915.....	16,127,043.34	23,819,902.21	2,731,875.15	.....	47,425.02	42,748,245.72
To January 31, 1916.....	* 18,716,314.69	28,050,877.09	3,204,142.90	.....	47,425.02	50,078,759.70
To January 31, 1917.....	* 21,358,566.10	32,370,660.51	3,783,011.63	.....	47,425.02	57,559,663.26
To January 31, 1918.....	* 24,066,291.64	36,788,796.29	4,318,693.00	.....	47,425.02	65,221,205.95
To January 31, 1919.....	* 26,819,530.36	41,200,757.04	4,866,067.82	.....	47,425.02	73,023,786.24
To January 31, 1920.....	* 29,610,223.48	45,832,206.45	5,427,127.55	.....	47,425.02	80,017,072.50
To January 31, 1921.....	* 32,434,942.35	50,412,954.79	5,996,039.78	.....	47,425.02	88,891,361.94

*Includes The Southern Street Railway Company.

†Includes The Southern Street Railway Company and the Calumet and South Chicago Railway Company for this year.

**Up to the end of the fiscal year 1913, the Calumet & South Chicago Railway Company showed a deficit from operation, the "present worth" of which was \$303,487.74. The Unification Ordinance provided for the payment of that amount to the Calumet Company by the city out of its 55% received from the Chicago Railways and Chicago City Railway Companies. The above mentioned amount, however, has been regarded as an expenditure out of the City's 55% and has not been deducted from the cumulative totals under all companies under the foregoing headings: "City's Share—55%", and "Total, City's Share and Taxes" beginning with the fiscal year 1913.

FOURTEENTH ANNUAL REPORT, CHICAGO TRACTION

CUMULATIVE FISCAL STATEMENT—Continued.

ALL RAILWAY OPERATIONS FROM FEBRUARY 1, 1907.

COMPANY'S SHARE, 45 PER CENT:	C.C.Ry.Co.	C.Rys.Co.	C.&S.C.Ry.Co.	So.St.Ry.Co.	C.Sur.Lines	All Companies
Year ended January 31, 1908.	\$ 552,847.72	\$ 727,294.68	\$ 2,248.68	.....	.....	\$ 1,280,142.40
To January 31, 1909.	980,419.42	1,434,441.31	.....	.....	.....	2,412,012.05
To January 31, 1910.	1,368,910.33	2,090,157.11	30,084.15	\$ 77,007.44	.....	3,595,990.73
To January 31, 1911.	2,155,113.71	2,699,403.97	105,992.26	77,007.44	.....	4,895,532.86
To January 31, 1912.	3,013,387.67	3,371,872.92	121,409.16	77,007.44	.....	6,249,858.87
To January 31, 1913.	3,926,960.00	4,528,204.60	127,489.08	77,007.44	.....	8,257,772.96
To January 31, 1914.	4,865,063.27	6,046,743.93	13,814.66	77,007.44	.....	10,974,999.08
To January 31, 1915.	5,579,648.21	7,425,381.96	.....	77,007.44	.....	13,082,037.61
To January 31, 1916.	6,028,170.91	8,339,713.17	.....	77,007.44	.....	14,444,801.52
To January 31, 1917.	6,827,967.28	9,787,453.25	.....	77,007.44	.....	16,602,427.97
To January 31, 1918.	7,404,702.88	10,877,092.72	.....	77,007.44	.....	18,358,863.04
To January 31, 1919.	7,409,555.76	11,185,839.77	.....	77,007.44	.....	18,672,402.97
To January 31, 1920.	7,772,491.95	12,008,324.55	.....	77,007.44	.....	19,857,823.94
To January 31, 1921.	8,374,202.04	13,150,140.72	.....	77,007.44	.....	21,007,410.20

COMPANY'S SHARE AND INTEREST:

Year ended January 31, 1908.	1,788,856.19	2,203,453.64	.....	.....	.....	4,082,309.83
To January 31, 1909.	3,820,252.74	4,740,284.66	251,788.86	.....	.....	8,821,326.26
To January 31, 1910.	6,082,644.92	7,671,718.93	510,142.10	124,432.46	.....	14,394,938.41
To January 31, 1911.	8,934,848.12	11,146,406.59	811,785.25	124,432.46	.....	21,071,562.42
To January 31, 1912.	11,058,479.63	15,367,983.69	1,121,075.03	124,432.46	.....	28,571,970.81
To January 31, 1913.	15,168,177.16	20,302,854.60	1,509,368.15	124,432.46	.....	37,104,832.37
To January 31, 1914.	18,493,118.01	25,749,883.87	2,242,537.74	124,432.46	.....	46,600,972.98
To January 31, 1915.	21,706,691.55	31,245,284.17	2,753,875.15	124,432.46	.....	55,830,283.33
To January 31, 1916.	24,744,485.60	36,390,590.26	3,204,142.90	124,432.46	.....	64,593,051.22
To January 31, 1917.	28,186,533.38	42,158,113.76	3,783,011.63	124,432.46	.....	74,252,091.23
To January 31, 1918.	31,471,954.52	47,665,880.01	4,318,693.00	124,432.46	.....	83,580,068.99
To January 31, 1919.	34,229,086.12	52,476,596.81	4,866,067.82	124,432.46	.....	91,996,183.21
To January 31, 1920.	37,382,715.43	57,840,621.00	5,427,127.55	124,432.46	.....	100,774,896.44
To January 31, 1921.	40,809,204.39	63,569,095.51	5,996,039.78	124,432.46	.....	110,498,772.14

FINANCIAL EXHIBITS

10% ALLOWANCE ON CONSTRUCTION WORK:

Year ended January 31, 1908.	516,514.06	132,382.08	.....	.....	648,896.14
To January 31, 1909.....	1,115,955.79	669,172.28	27,108.73	.....	1,812,236.80
To January 31, 1910.....	1,307,103.31	1,748,502.55	174,279.04	40,443.12	3,270,388.02
To January 31, 1911.....	1,519,061.24	3,153,388.26	257,581.74	63,906.83	4,994,028.07
To January 31, 1912.....	1,715,216.09	3,664,988.25	347,208.38	68,526.55	5,795,939.27
To January 31, 1913.....	1,886,306.07	3,087,263.40	371,383.67	73,004.30	6,320,957.44
To January 31, 1914.....	2,050,226.44	4,277,970.61	425,973.47	74,684.62	6,828,855.14
To January 31, 1915.....	2,258,121.41	4,522,049.24	451,200.01	74,953.68	7,306,324.34
To January 31, 1916.....	2,403,746.59	4,933,024.21	497,040.22	78,532.85	7,442,343.87
To January 31, 1917.....	2,356,304.54	4,780,058.72	490,958.05	78,786.23	7,706,107.54
To January 31, 1918.....	2,431,837.56	4,924,419.34	518,079.01	79,422.67	7,953,758.58
To January 31, 1919.....	2,553,334.78	5,056,331.46	540,363.27	79,724.02	7,929,773.53
To January 31, 1920.....	2,621,970.16	5,107,354.73	558,366.58	80,735.38	8,368,446.85
To January 31, 1921.....	2,646,502.18	5,165,195.39	563,119.75	81,697.78	8,456,515.10

COMPANY'S SHARE + INTEREST, + CONSTRUCTION ALLOWANCE:

Year ended January 31, 1908.	2,305,370.25	2,425,835.72	.....	.....	4,731,205.97
To January 31, 1909.....	4,945,208.53	5,400,456.04	278,897.59	.....	10,633,563.06
To January 31, 1910.....	7,389,748.23	9,420,281.48	690,421.74	164,875.58	17,665,327.03
To January 31, 1911.....	10,453,909.36	14,299,884.85	1,009,366.99	188,429.20	20,011,590.49
To January 31, 1912.....	13,673,605.72	19,032,971.94	1,468,283.41	192,959.01	34,367,910.08
To January 31, 1913.....	17,057,483.23	24,290,118.00	1,880,751.82	197,436.76	43,425,789.81
To January 31, 1914.....	20,543,345.35	30,027,854.48	2,668,511.21	199,117.08	53,438,828.12
To January 31, 1915.....	23,964,812.96	35,767,333.41	3,205,075.16	190,386.14	63,136,607.67
To January 31, 1916.....	27,008,232.19	41,023,614.47	3,731,183.12	202,965.31	71,065,995.09
To January 31, 1917.....	30,542,837.92	46,938,172.48	4,273,909.68	203,218.69	81,958,168.77
To January 31, 1918.....	33,902,892.08	52,590,308.35	4,836,772.01	203,855.13	91,533,827.57
To January 31, 1919.....	36,782,420.90	57,532,928.27	5,406,451.09	204,156.48	99,925,956.74
To January 31, 1920.....	40,004,685.59	62,947,975.73	5,985,494.13	205,107.84	109,143,323.29
To January 31, 1921.....	43,455,706.57	68,734,290.90	6,559,159.53	206,130.24	118,955,287.24

*Includes The Southern Street Railway Company.

†Includes The Southern Street Railway Company and the Calumet and South Chicago Railway Company for this year.

‡Deficit.

EXHIBIT W.
COMPARATIVE ANNUAL FINANCIAL AND OPERATING STATEMENT.
COMBINED JOINT ACCOUNT.

Fiscal Year	1915	1916	1917	1918	1919	1920
CAPITAL ACCOUNT:						
Value of properties (Feb. 1st)....	\$145,249,165.28	\$146,640,243.94	\$149,954,546.15	\$153,595,481.16	\$157,164,907.89	\$158,539,423.00
Additions to capital during year.	1,391,078.66	3,314,302.21	3,559,935.01	3,659,426.73	1,373,515.11	1,715,708.45
Total capital at end of fiscal year	\$146,640,243.94	\$149,954,546.15	\$153,595,481.16	\$157,164,907.89	\$158,538,423.00	\$160,254,131.45
INCOME ACCOUNT:						
Gross earnings from operation (a)	\$31,414,296.84	\$34,479,658.76	\$34,807,533.50	\$34,206,249.42	\$43,675,808.51	\$55,001,001.31
Receipts from other sources.....	281,340.83	317,025.84	307,302.88	593,908.42	287,566.69	326,810.88
Gross receipts (total income)....	\$31,695,637.67	\$34,796,684.60	\$35,114,896.38	\$34,710,157.84	\$43,963,375.20	\$55,327,812.19
EXPENSES:						
Maintenance, way and structures	\$973,086.26	\$941,558.87	\$1,174,069.72	\$1,135,568.33	\$1,991,809.80	\$2,859,901.14
Maintenance, equipment.....	1,677,570.56	1,754,003.06	1,759,293.44	2,400,827.44	3,057,446.35	4,015,806.03
Renewals.....	2,535,651.02	2,783,734.77	2,835,657.34	2,776,812.63	3,009,190.87	4,167,359.56
Operation of power plants and purchased power.....	2,779,717.60	2,728,261.10	2,839,777.89	3,115,081.83	3,280,229.08	3,443,068.40
Operation of cars.....	9,376,311.26	10,079,620.95	10,802,000.77	12,477,147.64	16,633,324.05	23,409,004.14
General expenses.....	835,490.21	923,686.38	1,006,042.18	1,131,777.82	1,443,032.20	1,669,121.39
Damages and legal expense.....	1,305,439.21	1,634,150.30	1,709,312.01	1,522,646.02	1,918,574.06	1,941,499.53
Miscellaneous a/c other income..	44,219.16	66,783.58	41,913.82	8,941.95	8,373.55	9,576.60
Taxes.....	1,809,074.16	1,409,450.59	1,582,088.47	1,642,024.45	2,084,834.16	1,860,216.51
Total expenses.....	\$21,336,559.44	\$22,321,255.60	\$23,750,164.64	\$26,210,828.11	\$33,435,814.12	\$43,465,553.30
NET RECEIPTS.....	\$10,359,078.23	\$12,475,429.00	\$11,364,731.74	\$8,499,329.73	\$10,527,561.08	\$11,862,258.89
Interest on capital (5%).....	7,330,513.98	7,480,903.56	7,661,542.69	7,802,574.29	7,803,202.26	7,974,289.44
Divisible net receipts.....	3,028,564.25	4,994,525.44	3,703,189.05	666,755.44	2,634,268.82	3,887,969.45
City's share (55%) (See page 13)	1,605,710.34	2,746,988.99	2,936,753.98	333,215.49	1,448,847.85	2,138,383.19
Companies share (45%).....	1,362,853.91	2,247,536.45	1,666,435.07	313,539.95	1,185,420.97	1,749,586.26

(a) Includes only receipts from all cars operated and from advertising.

PART III
REPORT OF ENGINEERING DEPARTMENT
CHAPTER IV

CHAPTER IV

ENGINEERING DEPARTMENT.

The work of the Engineering Department has proceeded as in previous years, comprising chiefly the regular work of inspection, keeping of records, cost analysis, preparation of estimates and checking special accounts. Considerable work was done by the railway company in connection with street improvements. A new trailer car has been designed and a sample car built and placed in operation. Electrolysis work has also been carried on quite extensively. All of this is more fully described and illustrated in the pages following.

Track.—The summaries and statements of track mileage are compiled from the official chainage records made by the Board. At the close of the fiscal year, January 31, 1921, there were 990.99 miles of track available for revenue operation, an increase of 1.73 miles over that of the previous year. Table 1 shows the miles of single track owned and that operable as revenue track. Table 2 gives the extension mileage classified as built and purchased. Tables 3 to 5 show the distribution of tangent track and special work by companies and the division into revenue, service, and isolated mileage. Table 6 presents a summary of track extension and reconstruction by companies, and the amount of new and reconstructed track as compared to total track. There remains only 5.4% of unrehabilitated track. Semi-rehabilitated track, on which work has been done for the purpose of obtaining the maximum life of rail, is included in the reconstructed track.

Buildings.—Owing to the still prevailing conditions existing in building construction, as noted in the last annual report, no new and additional construction work was undertaken the past year. Considerable renewal work was required but no single replacement involved a large amount of work, or was of noteworthy importance.

Substations.—The work of the year has been principally in replacement of parts of equipment, the main items being renewal of reactances at Milwaukee, Lill and Grand substations; the renewal of brushes at Grand, 20th, 42nd, 63rd and 48th substations; the renewal of dampers on rotaries at Milwaukee, Grand and 20th. Transformers for the 3,000 k. w. rotary at Lill Ave. were renewed, and new air compressors were installed at Van Buren, Lill and 20th St. substations.

There has been no addition of rotary capacity to the system; however, due to the increase of load on Grand Crossing substation a 1,000

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k. w. rotary and equipment was transferred to this location from the 63rd St. substation. In the Commonwealth Edison Co.'s substations, there has been an increase of capacity for railway use of 2,250 k. w. (See Table 7.) The number of substations in service remains unchanged. The highest d. c. maximum demand of 141,721 k. w. occurred during the month of November—the Chicago Railways portion being 87,025 k. w. and the Chicago City Ry. Co. 54,696 k. w. (See map, opposite this page, showing location of sources of power.)

TABLE No. 1.
TRACK MILEAGE SUMMARY BY FISCAL YEARS.

	1914	1915	1916	1917	1918	1919	1920
*Total Single							
Track Owned.	1,003.02	1,020.96	1,049.10	1,053.46	1,058.95	1,058.87	**1,059.33
†Revenue Track							
Operable.....	927.22	949.31	977.80	983.32	990.07	989.26	990.99

The above table includes all the years of unified operation by the Chicago Surface Lines under the provisions of the Unification Ordinance. For previous years, see previous reports.

*Includes non-franchise track on C. & S. C. Ry. Co. (0.50 miles).

†"Revenue Track Operable" includes revenue track on private right of way and new track constructed but not put in operation at the end of the fiscal year 1920.

**This total represents track actually in the ground as of 1-31-21. At several locations tracks were in course of reconstruction at that particular date, and were either temporarily out or were replaced by temporary track of a different length from the regular track. To get what the actual mileage would be, except for this unfinished work, the above total mileage should be decreased by 0.04 mile, resulting in a total of 1,059.29 miles.

TABLE No. 2.
EXTENSION MILEAGE SUMMARY

Fiscal Year	Built	Purchased	Total
1907.....	1.6	.....	1.6
1908.....	8.9	.....	8.9
1909.....	19.6	.....	19.6
1910.....	25.4	129.8	155.2
1911.....	20.9	.....	20.9
1912.....	28.4	23.8	52.2
1913.....	25.7	.....	25.7
1914.....	20.3	1.6	21.9
1915.....	21.2	.....	21.2
1916.....	25.2	3.3	28.5
1917.....	5.7	.....	5.7
1918.....	7.2	.....	7.2
1919.....	1.3	.....	1.3
1920.....	0.7	.....	0.7
Total.....	212.1	158.5	370.6

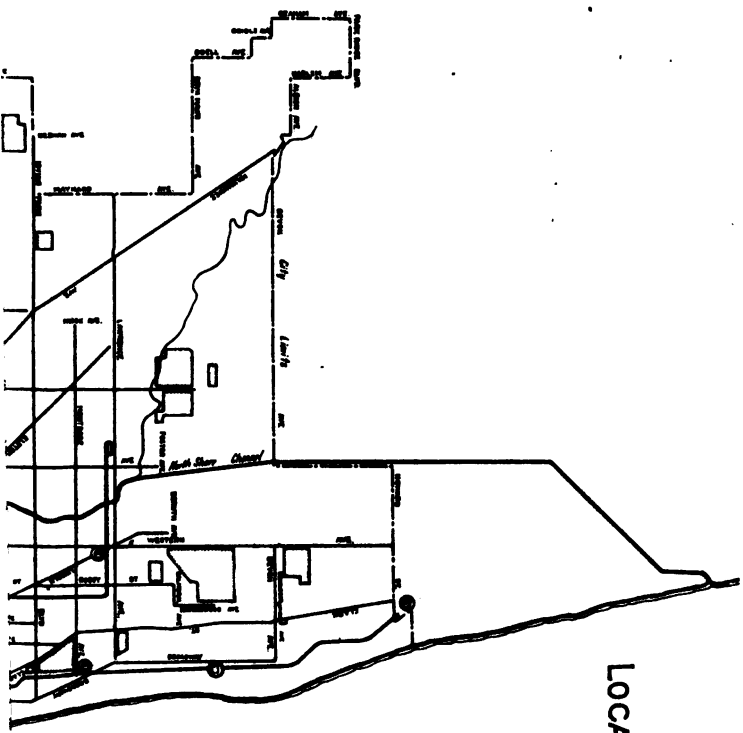
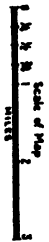
NOTE.—The above is extension mileage only, without any deductions for abandonment. It does not contain the increase in mileage caused when a piece of special work is replaced by another containing more or longer curves.

BOARD OF SUPERVISING ENGINEERS
CHICAGO TRACTION

LOCATION OF SOURCES OF POWER
FOR
CHICAGO SURFACE LINES.

AS OF JANUARY 31, 1921.

TRACAPAGE AS OF JANUARY 31, 1921.



KEY.

- ① TRACTION CO'S SUBSTATION.
- ② FURNISHING POWER TO C.E. CO. FOR USE.
- ③ EQUIPMENT IN C.E. CO'S SUBSTATION.
- ④ STORAGE BATTERIES.
- ⑤ C.E. CO'S SUBSTATION FURNISHING POWER TO TRACTION CO'S & "R" ROAD.
- △ POWER HOUSE.

- CHICAGO SURFACE LINES
- ELECTRICIZED ELECTRIC ROADS
- PAVES AND CEMENTS

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ENGINEERING DEPARTMENT

TABLE No. 3.

SUMMARY OF TANGENT TRACK AND SPECIAL WORK MILEAGE OF ALL COMPANIES AS OF JANUARY 31, 1921.

All Tangent Track and Special Work	C.Rys. Co.	C.C. Ry.Co.	C.&S.C. Ry.Co.	S.S. Ry.Co.	Joint	Total
Revenue on streets.....	545.37	297.69	118.92	17.23	5.71	984.92
Revenue on P. R. of W.....	2.92	1.71	1.42	.....	0.02	6.07
†Service on streets.....	2.38	4.62	1.13	.....	.....	8.13
†Service on P. R. of W.....	28.32	25.11	2.44	.....	.....	55.87
*Isolated on streets.....	1.35	0.50	1.19	.....	.....	3.04
*Isolated on P. R. of W.....	0.38	0.42	.....	.....	.....	0.80
Totals.....	580.72	330.05	125.10	17.23	5.73	1,058.83
Non-Franchise.....	.....	.....	0.50	.....	.....	0.50
Grand Totals.....	580.72	330.05	125.60	17.23	5.73	**1,059.33

†Service track represents non-revenue track used for shifting cars at car houses and yards, for work cars, etc.

*Isolated track is at present disconnected and inoperative.

**This total represents track actually in the ground as of 1-31-21. At several locations tracks were in course of reconstruction at that particular date, and were either temporarily out or were replaced by temporary track of a different length from the regular track. To get what the actual mileage would be, except for this unfinished work, the above total mileage should be decreased by 0.04 mile, resulting in a total of 1,059.29 miles.

TABLE No. 4.

SUMMARY OF TANGENT TRACK MILEAGE OF ALL COMPANIES, AS OF JANUARY 31, 1921.

All Tangent Track	C.Rys. Co.	C.C. Ry.Co.	C.&S.C. Ry.Co.	S.S. Ry.Co.	Joint	Total
Revenue on streets.....	495.26	273.07	109.48	16.25	1.89	895.95
Revenue on P. R. of W.....	2.24	1.34	1.05	.....	.....	4.63
Service on streets.....	0.18	1.68	0.53	.....	.....	2.39
Service on P. R. of W.....	25.31	22.91	2.11	.....	.....	50.3
Isolated on streets.....	1.23	0.44	1.06	.....	.....	2.73
Isolated on P. R. of W.....	0.35	0.42	.....	.....	.....	0.77
Totals.....	524.57	299.86	114.23	16.25	1.89	956.80
Non-Franchise.....	0.46	0.46
Grand Totals.....	524.57	299.86	114.69	16.25	1.89	957.26

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TABLE No. 5.
SUMMARY OF SPECIAL WORK MILEAGE OF ALL COMPANIES,
AS OF JANUARY 31, 1921.

All Special Work	C.Rys. Co.	C.C. Ry.Co.	C.&S.C. Ry.Co.	S.S. Ry.Co.	Joint	Total
Revenue on streets.....	50.11	24.62	9.44	0.98	3.82	88.97
Revenue on P. R. of W.....	0.68	0.37	0.37	.....	0.02	1.44
Service on streets.....	2.20	2.94	0.60	.....	.....	5.74
Service on P. R. of W.....	3.01	2.20	0.33	.....	.....	5.54
Isolated on streets.....	0.12	0.06	0.13	.....	.....	0.31
Isolated on P. R. of W.....	0.03	.....	.....	.....	.....	0.03
Totals.....	56.15	30.19	10.87	0.98	3.84	102.03
Non-Franchise.....	.....	.....	0.04	.....	.....	0.04
Grand Totals.....	56.15	30.19	10.91	0.98	3.84	102.07

TABLE No. 6.
SUMMARY OF REVENUE AND NON-REVENUE TRACK EXTENSION
AND RECONSTRUCTION SHOWING TANGENT TRACK AND
SPECIAL WORK IN PLACE AS OF JANUARY 31, 1921.

Year Laid	Chicago Rys. Co. Mileage	Chicago City Ry. Co. Mileage	Calumet & So. Chicago Ry. Co. Mileage	Southern St. Ry. Co. Mileage	Joint Mileage	Total Mileage all Companies
1907.....	22.00	30.05	.....	.....	.....	52.05
1908.....	50.91	63.68	3.38	.....	0.39	118.36
1909.....	117.07	16.23	24.16	7.62	0.63	165.71
1910.....	74.68	20.48	15.81	3.14	1.51	115.62
1911.....	79.86	36.06	27.90	1.40	1.98	147.20
1912.....	36.15	29.61	6.20	1.45	0.09	73.50
1913.....	50.12	29.39	16.41	.....	0.49	96.41
1914.....	39.42	22.45	3.91	.....	0.32	66.10
1915.....	28.76	15.57	4.48	1.77	0.23	50.81
1916.....	26.17	18.75	6.94	0.03	.....	51.89
1917.....	15.23	9.11	5.92	.....	0.03	30.29
1918.....	4.84	5.11	3.43	.....	.....	13.38
1919.....	3.53	7.80	1.66	0.02	0.05	13.06
1920.....	4.51	0.89	1.65	.....	.....	7.05
Total Reconstruction and Extension.....	553.25	305.18	121.85	15.43	5.72	1,001.43
Remaining Unrehabilitated Track (TVC).....	27.47	24.87	*3.75	1.80	0.01	*57.90
Total Track.....	580.72	330.05	125.60	17.23	5.73	**1,059.33
Percent of Track not Rehabilitated to Total Track.....	4.7%	7.5%	3.0%	10.0%	0.2%	5.4%

All purchased track included in the above figures.

Semi-reconstructed track is included in reconstructed track.

*Includes non-franchise track (0.50 miles).

**This total represents track actually in the ground as of 1-31-21. At several locations tracks were in course of reconstruction at that particular date, and were either temporarily out or were replaced by temporary track of a different length from the regular track. To get what the actual mileage would be, except for this unfinished work, the above total mileage should be decreased by 0.04 mile, resulting in a total of 1,059.29 miles.

TABLE No. 7.

	ADDED DURING FISCAL YEAR 1920				TOTAL AVAILABLE AS OF END OF YEAR				*Total Kilowatt Capacity
	Railway Stations		Com. Ed. Co. Stations		Railway Stations		Com. Ed. Co. Stations		
	†For Railway Use	For Com. Ed. Co.'s Use	For Railway Use	Railway Equipment for Railway Use	For Railway Use	For Com. Ed. Co.'s Use	For Railway Use	Railway Equipment for Railway Use	
SUB-STATIONS:									
Chicago City Railway Co.	1,000								
Chicago Railways Co.			250			5,250	7,750	2,400	
Calumet & South Chicago Railway Co.			2,000	1,000	46,750	4,750	22,000		
TOTALS.	1,000		2,250	1,000	122,000	10,000	29,750	10,400	
TOTAL TRACTION CO.'S EQUIP- MENT.	1,000			1,000	122,000	10,000		10,400	142,400
TOTAL EQUIPMENT FOR RAIL- WAY USE.	1,000		2,250	1,000	122,000		29,750	10,400	162,150
STORAGE BATTERIES:									
Chicago City Railway Co.					800			2,240	3,040
GRAND TOTAL TRACTION CO.'S EQUIPMENT.	1,000			1,000	122,800	10,000		12,640	145,440
GRAND TOTAL EQUIPMENT FOR RAILWAY USE.	1,000		2,250	1,000	122,800		29,750	12,640	165,190

*Excludes 5,080 kw. capacity in Commonwealth Edison Company's steam stations.

†Decrease.

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YEAR ENDING JANUARY 31, 1921.

Cars.—Continued difficulty in securing delivery of equipment parts, materials and supplies and high labor costs were experienced during a part of this year in connection with the maintenance of cars and equipment. However, a high standard of upkeep was adhered to and considerable improvement was made in the matter of reducing the number of cars out of service due to defects chargeable to the shops and equipment department. The mild weather prevailing during the latter part of this year has aided in bringing about these favorable results. A considerable amount of work mentioned in previous reports, covering important improvements and additions to equipment was completed during the year, such as the complete rehabilitation of G. E. 80 type of motors and the replacement of obsolete types of truck frames.

Other important work in connection with principal parts of the equipment tending to reduce maintenance costs and increase service reliability, was authorized and started during this year. Work on other changes, additions and improvements of minor character was carried forward as fast as possible under the conditions prevailing as to the supply of materials and labor. The shear and wing snow removing equipment attached to heavy double truck sprinkler cars, and illustrated in the last report, have proved very successful.

The possibilities of trailer operation were carefully investigated during this and previous years and as a result it was decided to build a double truck trailer in the companies' shops and try it out in service. The plans and specifications were prepared after thorough study of such types of cars used by other companies. The specifications are very complete and cover bodies, trucks and air brake equipment. The trailer car was completed in very good time in the shops and placed in service June 18th, 1920, and has been in service continuously on various routes during the year. For hauling the trailer one of the large powerful double truck Pullman type of motor cars was equipped with couplers, air operated doors and the necessary changes in the air brake equipment were made. This car has given satisfactory service. The trailer proved successful in operation and authority was given to build in the companies' shops 50 additional cars of the same design.

ENGINEERING DEPARTMENT

The trailer car is of the double truck, double end, center entrance type having the following principal dimensions:

Length overall.....	47'	6"
Width ".....	8'	6"
Height, top of rail over roof.....	10'	9 1/2"
" " " to floor level in well.....	15 3/4'	
" floor level in well to car floor.....	10 3/4'	
Ramp in car floor.....	5 3/8'	
Width of aisle.....	25"	
Door opening.....	6'	6"
Seating capacity.....	62	
Size of wheels.....	22"	
Weight complete.....	26000#	

Equipment installed on these cars is as follows:

SEATS—20 reversible cross sets having spring cushions, semi-circular seats in each end of the car and longitudinal sets adjacent to and in the well.

HEATERS—22 400-watt electric heaters placed under seats and 2 800-watt heaters placed in risers from well to car floor. Heaters rated at 500 volts and controlled by thermostat equipment.

VENTILATION—Roof, exhaust and intake ventilators of approved type.

DOORS—Operated by pneumatic door engines.

BUZZER AND BELL—Operated from trolley circuit through interrupter and resistance push buttons on window posts. Single stroke bell to enable conductor of trailer to signal conductor of motor car and vice versa.

BRAKE EQUIPMENT—Two 7" air brake cylinders, one for each pair of trucks, emergency straight air type of brake system with emergency valve having quick release. Brakes applied on parting of cars or rupture of piping. Hand brake of powerful type having handle convenient to conductor.

SIGNS—Route and destination signs of illuminated roller type one on each side of car placed in upper sash of window.

COUPLERS—Tight lock radial type of couplers connecting simultaneously the air lines and electric circuits. Electric circuits and air lines interconnected through suitable switches, so that proper and safe operation is assured.

FENDERS—Fixed fenders protecting the trucks at each end are provided. The design of these fenders is apparent from the illustration of the car.

These trailer cars are shown in plan and elevation in Fig. 1, and exterior and interior views in Figs. 2 and 3.

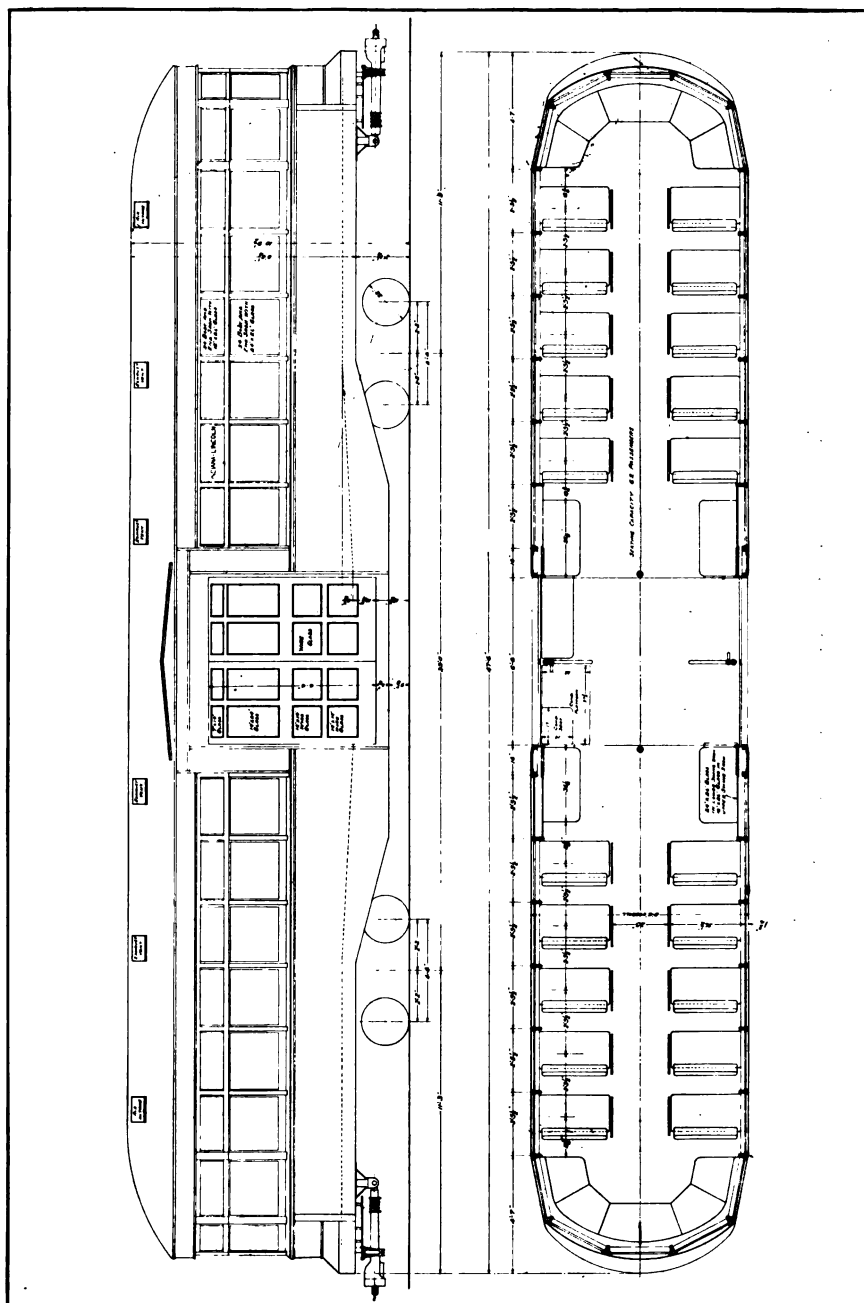


Figure 1. Side elevation and sectional plan of double-truck trailer, showing principal dimensions and seating arrangement. (See page 101.)

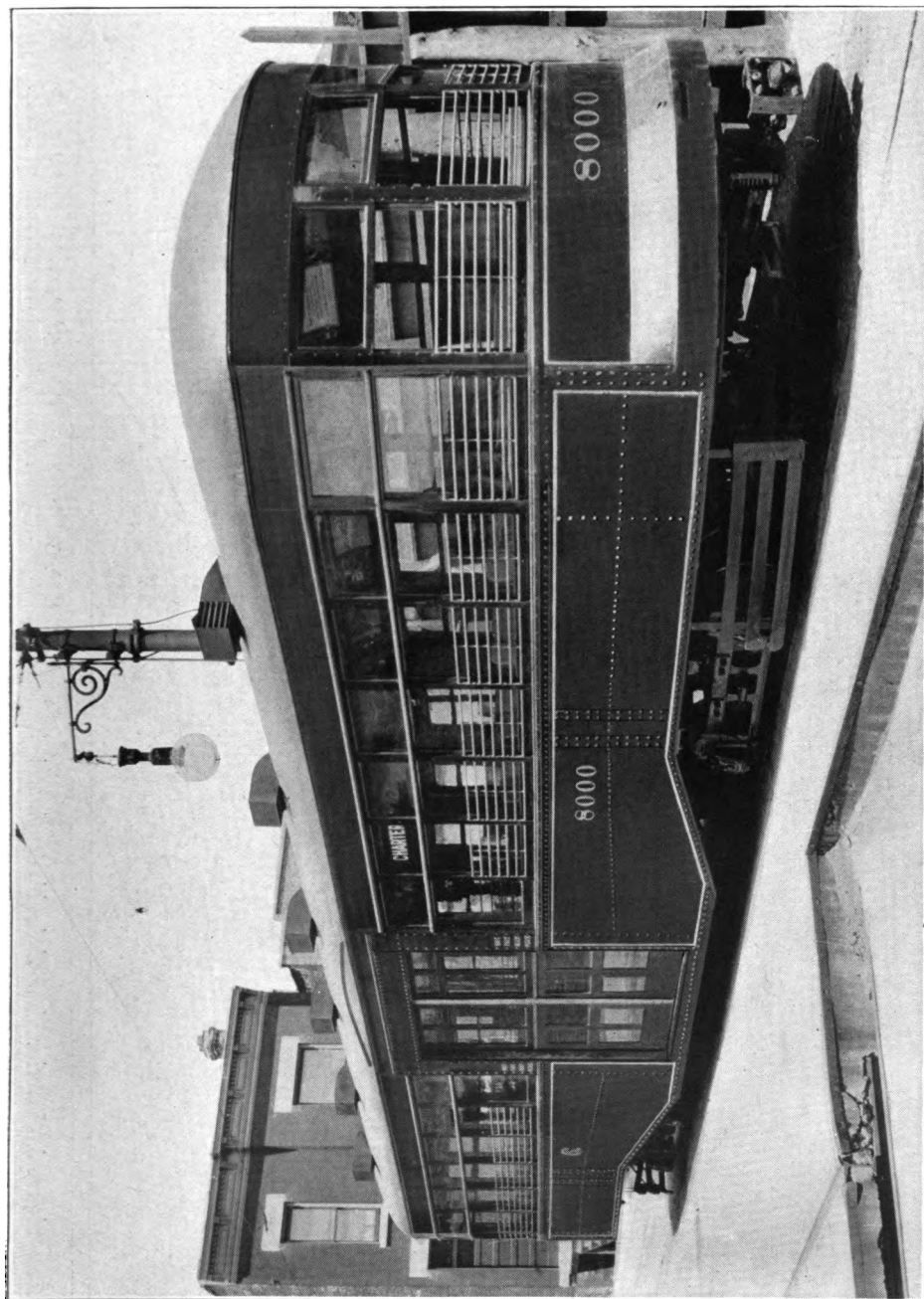


Figure 2. Exterior view of double-track trailer, showing general appearance.

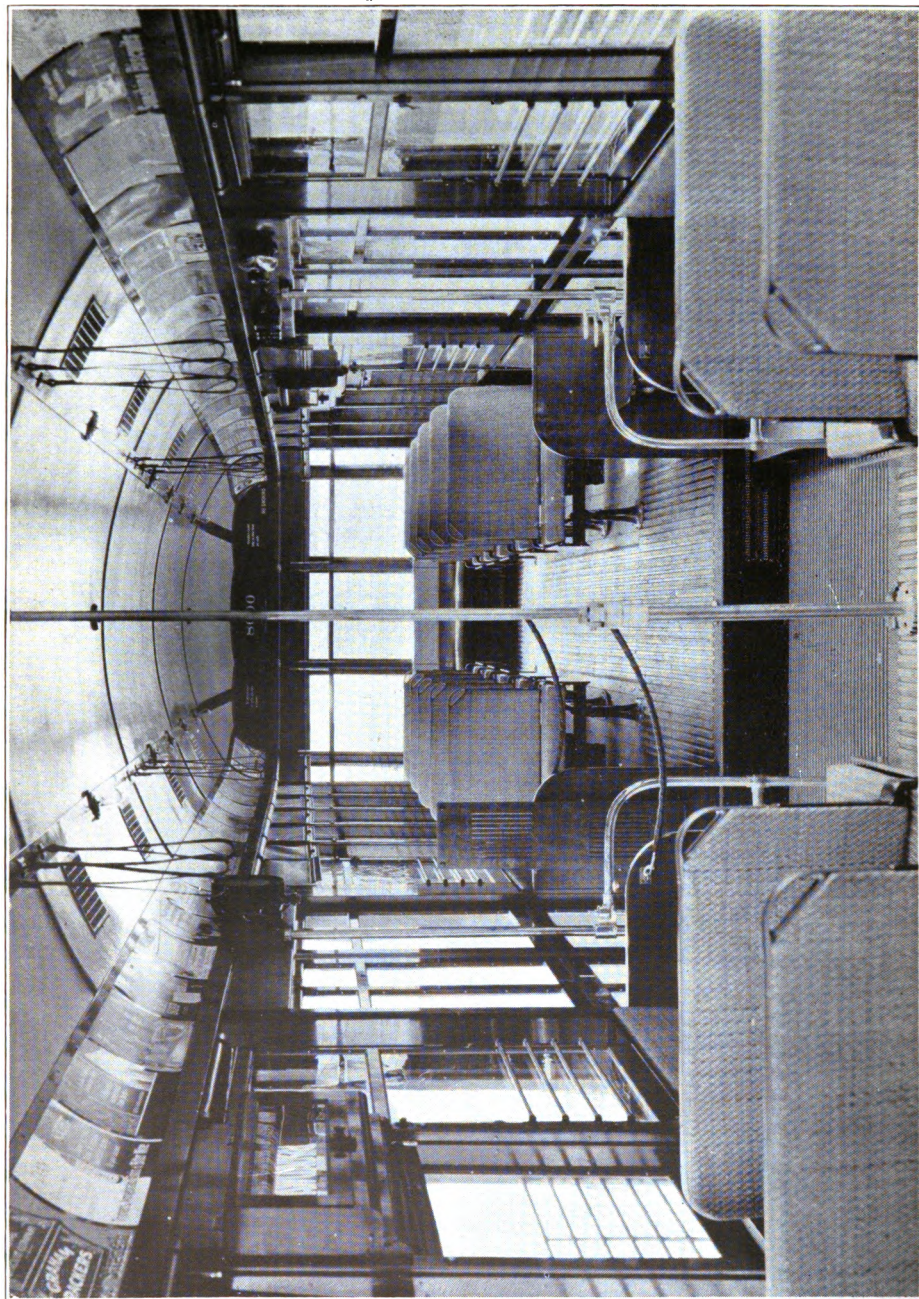


Figure 3. Interior view of double-truck trailer, showing platform well, doors, and arrangement of seats.

A further study of the possibilities of trailer service has shown that train operation is one of the best means of handling mass transportation and therefore the purchase of 50 additional trailers of the design described and illustrated was authorized late in this year. It is expected that the 101 trailers will be in service during the summer of 1921.

Plans and specifications were prepared covering double truck, double end, motor cars, end entrance prepay type complete, capable of hauling trailers in all day service, over any route operated by the companies, and bids were obtained. Prices, however, were felt to be entirely too high, and it was decided to equip the required number of powerful double truck motor cars now owned by the companies with couplers, air operated doors, signal devices and the necessary air brake apparatus, to be used for hauling the trailers. This decision was influenced by the satisfactory service given by a car of this type in hauling the sample trailer, as above mentioned.

The operation of the so-called one man single truck safety cars in various parts of the country has been watched with interest and careful studies of operation of such cars in large cities has been made. As a result and in order to determine the fitness of such cars for service in Chicago, the purchase of 10 one-man single truck safety cars of the standard type was authorized during the year, and they will be put into operation on lines where the traffic to be handled is within their capabilities. The safety cars purchased are of the standard design and no extended description is therefore necessary.

A change in the color scheme used in the painting of all passenger cars was tried out during the year and a number of cars turned out of the shop in the new colors. The increasing number of collisions with vehicles was a factor in the decision to change the standard from an all over modified Pullman green with aluminum striping, lettering and numbering, to a standard, calling for lower part of body and dashes in carmine red with posts and letter board in light cream, using aluminum striping, lettering and numbering. Cars painted according to the new standard can be seen much farther on misty days and during the low visibility of early morning and evening as well as during the hours of darkness when the streets are illuminated.

Motor truck equipment having demonstrated its effectiveness and economy in various kinds of service, authority was given during the

year for the purchase of additional motor truck equipment, covering machines for the line and track departments.

During the year the companies made a change in their equipment used for grinding long stretches of rail, which has increased the efficiency and considerably reduced the cost per foot of rail grinding.

The standard Kerwin Grinders with two grinding wheels at one end were remodeled in the companies' shop by placing two similar wheels at the other end of the machine and using the motor which formerly operated the two wheels to operate all four. The size of the driving belts was also increased and the shape of the belt pulleys changed so that all grinding wheels now operate more uniformly and with less belt slipping than formerly. In remodeling the machines the control levers were placed on the inside of the wheels and a seat built at the end of the machine so that one man on this seat could readily operate both of the grinding wheels on his end of the machine. The position not only enabled the operator to handle two wheels instead of one but placed him in such relation to the rail that he could watch his work much better than when walking alongside the machine as formerly.

The result of these changes has been that the same electrical and truck equipment now handles four grinding wheels instead of two; that the grinders are more reliable than formerly, due to the change in the belt drive; and that one man now operates two grinding wheels instead of one, and in a more efficient manner since he is so placed that he can see his work better and is relieved of the physical strain of constantly walking at the exceedingly slow and tiresome rate at which the machine moves.

Figure 4 is a view of the reconstructed machine showing the general arrangement and the position of the operator with reference to the grinding wheels.

Electric Welding.—During the year the companies have changed their former practices with regard to welded joints by discontinuing the use of the resistance weld and substituting for it a seam welded joint made by the companies' men, usually with a carbon electrode.

The chief reason for this change was the fact that the greater part of the welding consisted of joints scattered over a wide area and with only a few joints in any one locality. The large amount of equipment required to make the resistance weld limited its operation to only a few hours at night or required the installation of temporary crossovers and single track operation if work was to be carried on during the day.

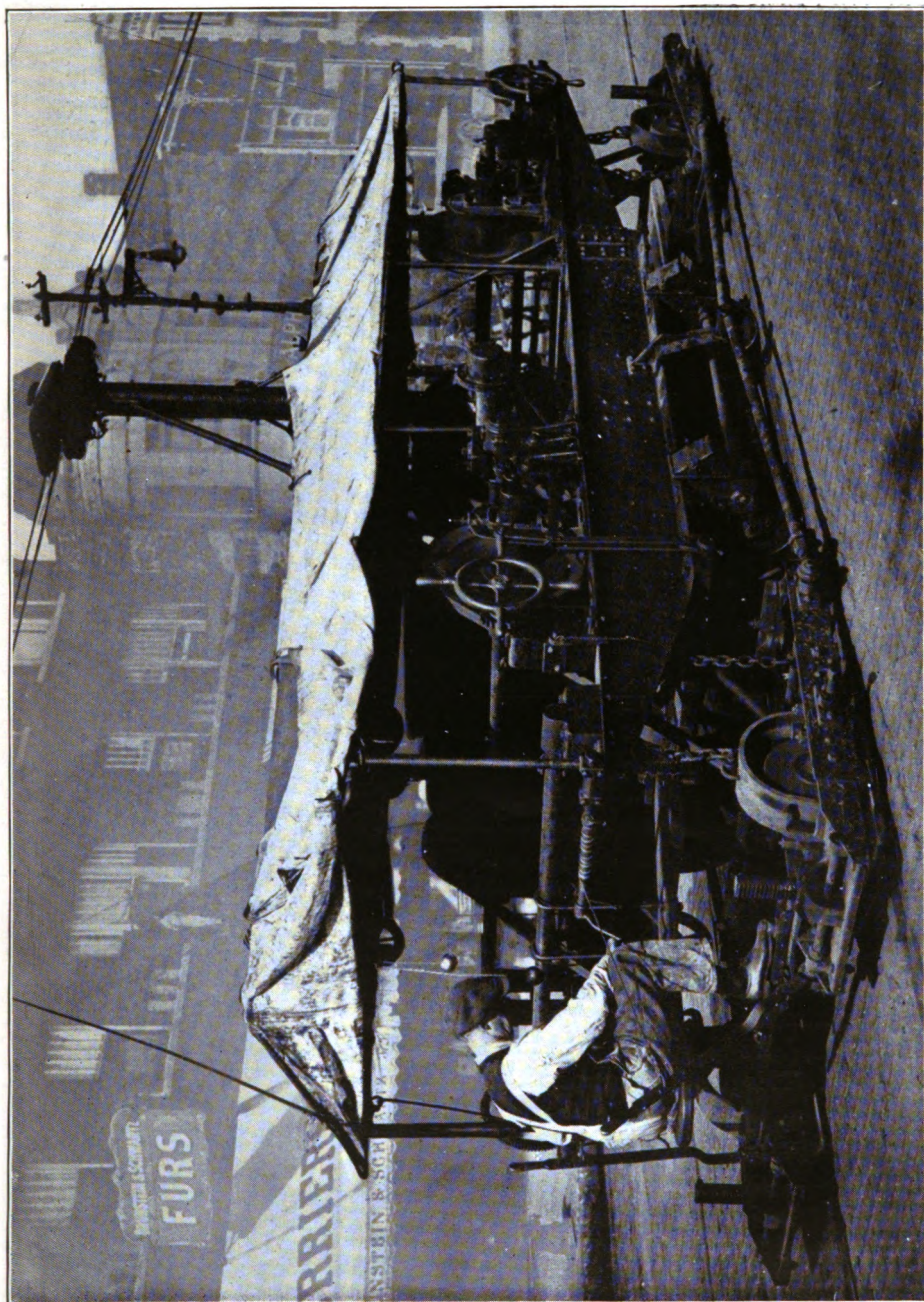


Figure 4. Remodeled Kerwin Grinder, showing general arrangement and position of operators, thus doubling the capacity of the machine. (See page 106.)

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While the resistance weld had proved satisfactory where the equipment could be used continuously on long stretches of track not under operation, either of the two methods mentioned above made it too costly for use on scattered joints and the seam weld was therefore substituted for it.

Passenger Traffic.—On page 122 of the twelfth annual report (1918) was given a tabulation of the "Population and Riding Habit" for the Chicago Surface Lines. At that time the growth of population was only estimated but the correct value from the 1920 census is now available and the tabulation has been corrected as shown below:

Fiscal Year	Population	Revenue	Rides
		Total	Per Capita
1907	2,039,546	372,123,199	182
1908	2,088,125	400,584,404	192
1909	2,136,704	445,562,120	208
1910	2,185,283	491,088,563	225
1911	2,236,925	500,969,655	251
1912	2,288,567	594,018,857	260
1913	2,340,209	636,320,213	272
1914	2,391,852	627,731,550	262
1915	2,443,494	623,030,097	255
1916	2,495,136	686,071,644	275
1917	2,546,778	692,815,889	272
1918	2,598,420	685,300,718	264
1919	2,650,063	743,742,491	281
1920	2,701,705	769,025,413	285

Public Improvements Affecting Street Railway Property.—Early in 1920 a final agreement was reached between the City of Chicago and the Illinois Central R. R. Co. regarding the lake front improvement. The South Park Commissioners and the War Department were also parties to the agreement. By the ordinance then accepted by the I. C. R. R. Co. they were authorized to fill certain submerged lands, provision was made for a new commercial harbor, yacht and motor boat racing courses, bathing facilities, and extension of parks and boulevards. To make these facilities available to the public extensions of streets and street car lines were required. This project has not yet reached the stage where street railway construction work is necessary, but plans for it are under consideration.

Work continued on the new Roosevelt Road (12th Street) viaduct but was not completed at the end of the year. To conform to new street grades it was necessary to raise the tracks several feet on Wabash Avenue and lower them several feet on State Street to pass under the new viaduct. Ultimately there will be required a change of level at several intersecting streets, and a relocation of the tracks on the viaduct.

The Franklin-Orleans Street bridge and viaduct was opened for use late in 1920, the general plan being as shown in Fig. 5. Street railway tracks were constructed over the bridge and viaduct, thus giving another outlet from the business center to the north side. From the south end of the bridge the Franklin Street approach slopes downward meeting the old street grade at Lake Street. South Water Street at Franklin has been lowered and passes under the approach to the bridge. Ultimately a second level to be constructed on South Water Street (see last report) will connect with the Franklin Street approach. The portion of the Franklin Street approach over South Water Street is now of temporary construction only, and will be permanently built in connection with the second level on South Water Street. From the north end of the bridge a viaduct was built over the railroad tracks and Kinzie Street and an incline extends northward meeting the old Orleans Street grade one block north at Austin Avenue. Kinzie Street has been lowered to pass under the Orleans Street viaduct and is connected with Orleans Street by an incline running north to the intersection with Austin Avenue. From the viaduct roadways also extend east and west along Kinzie Street from Orleans Street and connect to the old Kinzie Street grade. Ultimately a second level will be built above Kinzie Street from the viaduct west over the river and joining a second level on Canal Street which is to be built in connection with the Union Station. Street railway tracks are to be provided on all of the second level streets, leaving the lower level entirely free for freight traffic to railroad yards and freight houses. Tracks on the bridge and Orleans Street viaduct are connected with existing tracks at Lake Street and at Austin Avenue.

Additional work has been done on several streets in connection with the Union Station development. On Canal Street the viaduct has been completed between Taylor and Polk with a temporary incline at each end. The incline south of Taylor is for street car use only and is an open wood trestle. The incline north of Polk is for teaming traffic only and is a dirt fill. On Harrison Street the new viaduct has been completed, the old material and temporary construction removed, and tracks relaid. On Polk Street the old viaduct and temporary roadway connections have been removed. A portion of the new viaduct between Canal Street and the P. R. R. freight terminal is open for teaming traffic. A number of the tracks built on Canal and the intersecting streets are of temporary construction only as they are laid on newly filled streets. Much of the street and track work in connection with

this improvement is done piecemeal because of the necessity of keeping as many streets as possible open for traffic, and it will be several years before the final construction is completed.

Due to the filling in of the arm of the Chicago River which crosses Ashland Avenue south of 39th Street (Pershing Road) it became necessary to remove the bridge at that location, and consequently the tracks on the bridge had to be reconstructed as they were fastened directly to the floor system. Because of the co-operation between the contractor removing the bridge and the street railway company reconstructing the tracks the bridge was removed with no serious interruption of the street railway traffic.

A roadway, over new fill, was built just west of the bridge, to care for vehicular traffic, and a temporary crossover was placed at each end of the bridge so that cars could be operated both ways over one track when the conditions of the work required it. The river was then filled in under the bridge until the fill reached the bottom of the floor beams when first one track and then the other was removed from the old floor system and replaced with a new track having standard ties and fastenings, the ties of this new track resting on the same stringers that had formerly carried the old rails (Figure 6).

Long ties were then placed at intervals between the regular track ties. The ends of these long ties rested on stringers that were beyond the ends of the regular track ties (Figure 7) and after the track had been supported in this manner the stringers directly under the track were cut out with a torch (Figure 8) and removed, the hole being filled with track ballast until the regular ties could be tamped sufficiently to support the track. The temporary supporting ties shown in Figure 7 were then removed and the stringers on which their ends had rested were cut and removed in the same manner as those under the rail.

There remained of the bridge floor system only the floor beams and the track was braced where it crossed these in such a way as to give about three feet of working space on each side of the beam (Figure 9). The floor beam was then cut into several pieces and removed, the space filled with ballast, the temporary bracing removed and the entire track tamped up to grade.

The trusses and top bracing of the bridge were then cut down without greatly interfering with the street railway traffic.

ENGINEERING DEPARTMENT

Electrolysis.—In conformity with the provisions of the Unification Ordinance of November 13th, 1913, the Board continued with its studies of electrolytic conditions in the city. The annual potential survey was made and recorded. A drainage system was installed on the gas mains in the Blue Island Avenue sub-station district. In other sub-station districts where pipe drainage systems have been in operation on the gas mains for a number of years, the systems were thoroughly tested. The companies co-operated with the city and the sanitary district in the work of protecting their cable sheaths. All complaints regarding city water pipes and cables reported to the Board of Electrolysis Claims were investigated.

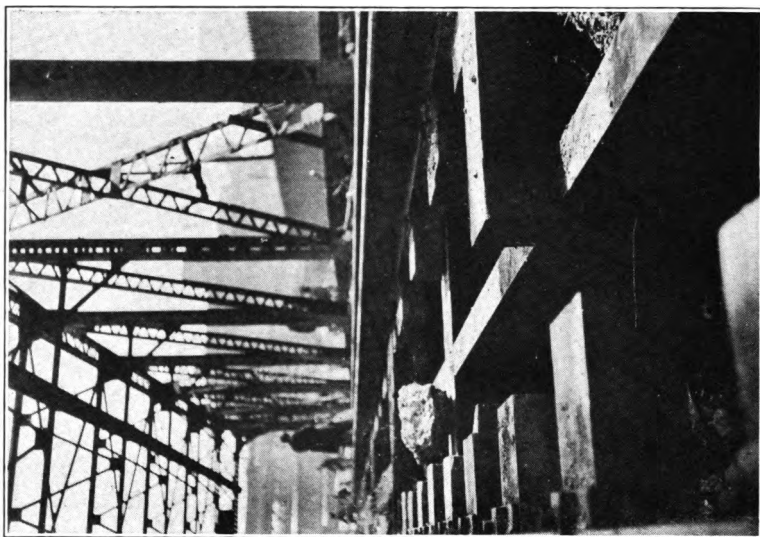


Figure 7. Ashland Avenue Bridge—Long ties placed on stringers at intervals to support track.



Figure 6. Ashland Avenue Bridge—Old track undisturbed in the foreground. New track, with ties resting on old floor system, in the background.

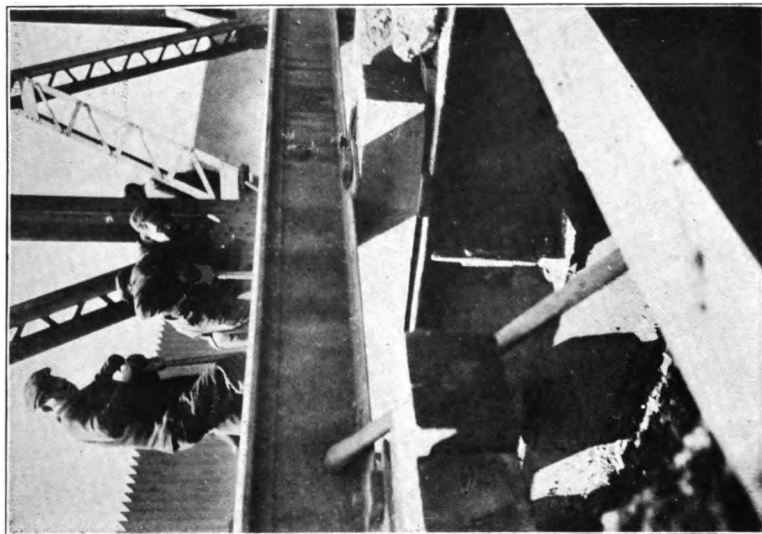


Figure 9. Ashland Avenue Bridge—Track supported over floor beam so that the floor beam could be cut and removed in sections without disturbing the track.

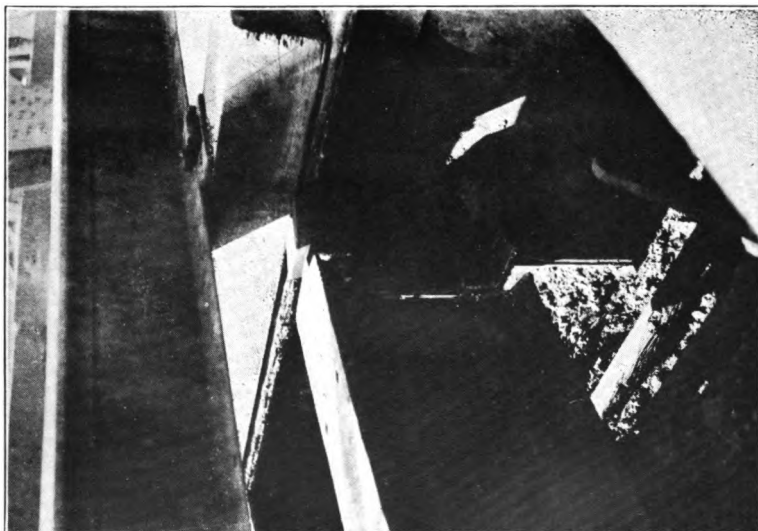


Figure 8. Ashland Avenue Bridge—Stringer under track cut away from the floor beam by means of a torch.

PERSONNEL OF GENERAL ORGANIZATION FOR YEAR 1920.

DIVISION OF ENGINEERING, INSPECTION AND CLERICAL:

Principal Assistant Engineer

Ralph H. Rice

Assistant Engineers

C. S. Holcomb, Track and Roadway

F. H. Cooper, Buildings

August Fry, Electrical Distribution

Wray Thorn, Cars

J. T. Donahoe, Electrolysis

Engineer Inspector

M. C. McMahon

Field Clerk

Everett Wartenberg

Clerks

Joseph Williams

Elmer Howe

E. W. Hanrahan

W. T. Long

Edward Kaross

DIVISION OF ACCOUNTS:

Auditor

C. G. Snyder

Accountants

Chas. Dorsett

G. E. Bauman

S. M. Gosselin

W. J. Nichols

Clerks

A. M. Knowles

Arthur C. Mueller

TRAFFIC:

O. H. Tousey, Traffic Observer

GENERAL OFFICE:

Secretary to Chairman

A. I. Downey

Stenographers

Florence McCully

A. R. Casey

Sadie Ford

Clara Tomashek

Switchboard Operator

Marguerite McAndrews

Messenger

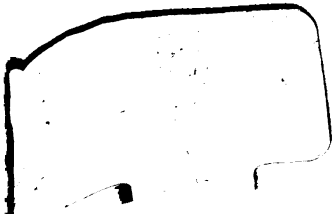
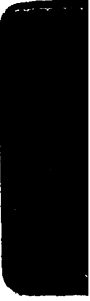
William Lindstedt

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